The Hongkong Telegraph

WEATHER FORECAST.
FAIR.
Barometer 29.90

(ESTABLISHED 1881.)

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August 17, 1914, Temperature 6 a.m. 78, 2 p.m. Humidity „ 90, „

August 17, 1913 Temperature 6 a.m. 80 p.m. 90 Humidity „ 92 „ 73

2877 號大拾二月大年寅甲 MONDAY, AUGUST 17, 1914. 一拜禮 號七十月人英曆書 SINGLE COPY 10 CENTS $36 PER ANNUM.

LATEST WAR TELEGRAMS.

GERMANS GREATLY INCONVENIENCED THROUGH SCARCITY OF HORSES.

FRENCH FORCES DRIVE GERMANS FROM HEIGHTS.

Germans Experience Heavy Losses.

[Reuter's Service To "The Telegraph."]

London, Aug. 17, 1 a.m.

The Austrian Ambassador has left London, and is returning to Austria from Falmouth by sea.

A Temporary Lull.

The latest telegram from Brussels to date says:—There has been no change in the general situation since Saturday evening. The Germans do not appear to be in great force before us. Our Army is not in direct contact with the enemy at any point, and generally there seems to be temporary lull.

Germans Driven from Heights.

An official Paris despatch says the French forces drove a German Army Corps from the heights commanding Blamont and Cirey back on Saarburg, after a hot engagement.

The Germans suffered serious losses, a number being taken prisoners.

Germans Short of Horses.

Aug. 16, 6.15 p.m.

The Press Bureau announces that the Germans are greatly inconvenienced on account of scarcity of horses. Thousands have been killed and captured by the Belgians, and Germany cannot obtain more.

A state of siege has been officially proclaimed in Bulgaria.

OTHER INFORMATION.

We are informed from a reliable source that Field Marshal Sir John French, Inspector General of the Forces and Commander-in-Chief of the British Expeditionary Force, arrived in Paris on the 15th. inst., and was loudly cheered by the populace. He had a long interview with President Poincare and the Minister of War.

A telegram received in the Colony at 10 o'clock this morning states that the forts at Liege are still holding out.

We are requested by the Colonial Secretary to state that a telegram has been received by the British Consul at Harbin from the British Ambassador at St. Petersburg stating that passengers travelling by the Siberian route may proceed by way of Finland, Stockholm and Bergen.

EARLIER TELEGRAMS.

Warning Regarding Rumours.

Aug. 15, 4.5 a.m.

The Official Press Bureau warns the British public against rumours of the arrival of wounded men or disabled ships in Great Britain, and declares such rumours to be, without exception, baseless. The Bureau says that the successes and reverses of the British arms will be announced officially without delay.

The Coming Battle.

Aug. 15, 4.5 a.m.

A message from Brussels states that the Belgian headquarters announce that there was no fighting yesterday. Long Belgian reconnaissances failed to discover the enemy's forces. It is believed that they retired on to the main body of Germans who are concentrating for an attack on the Liege forts on the left bank of the Meuse.

Aug. 15, 8.15 p.m.

The Germans are concentrating for an attack on those of the Liege forts which are on the left bank of the river Meuse.

A Denial.

Aug. 15, 4.5 a.m.

The report that the Germans are marching on Antwerp is officially denied.

French Troops in Belgium.

The French Ministry of War announces that the French troops entered Belgium at Charleroi, and are advancing on Gembloux in force.

Gold Influx.

Aug. 15, 5 p.m.

The influx of gold into the Bank of England during the past week has amounted to £5,250,000.

The German Plan.

The Official Press Bureau announces that there are indications that the Germans are endeavouring to envelop the extreme left of the Allied Forces. There have been one or two engagements, but mainly outpost affairs.

The French and Belgian Artillery continue superior, while the German Infantry does not determinedly face the bayonet.

The Battle Begins.

Aug. 15, 4.15 a.m.

A cannonade was heard at Tirlemont from the direction of the neighbouring villages of Boet and Hougaerde at three o'clock on Saturday afternoon. It is believed to be the beginning of the great battle.

Further French Victory.

The French have brilliantly defeated a Bavarian Army Corps at Avricourt and Cirey, on the borders of Lorraine. The enemy fled, leaving many dead, wounded, and prisoners.

The French continue their advance from the Vosges into Upper Alsace, where they have recaptured Thann.

German General's Death Denied.

The report of the death of the German General Emmich at Liege is totally unconfirmed.

France and the Great Battle.

Aug. 16, 5.55 a.m.

The French Government has issued a *communique* preparing the public for the impending great battle. It says that owing to the facts that several millions of men will be engaged and that the front will extend for 250 miles, no definite result can be expected for at least a week; and possibly more. The Government appeals to the public to follow the phases of the operations coolly and intelligently.

French Begin Offensive.

Aug. 16, 12.45 p.m.

It is officially announced that the French began the offensive in force on Friday night, along a line extending from Saarbourg to Luneville. The movement was successfully continued yesterday.

The Goeben and the Breslau.

Aug. 15, 6.05 p.m.

The Official Press Bureau says there is no reason to doubt that Turkey is about to replace the Germans on the cruisers Goeben and Breslau (now in the Dardanelles) by Turkish officers and crews.

This official statement shows that Turkey has purchased the vessels.

Aug. 16, 4.15 a.m.

Reuter's correspondent has arrived at Mitylene from the Dardanelles and states that the Goeben and Breslau were still flying the German flag on the 13th inst., and that there is a bitter anti-British feeling on the part of the Turks.

Aug. 16, 12.45 p.m.

A Paris telegram says the Allies will demand of Turkey that she shall disarm the Goeben and the Breslau, and it is anticipated that Turkey will agree.

Greece and Turkey.

Aug. 16, 12.45 p.m.

Greece is demanding explanations of Turkish mobilisation. Greece will mobilise if the reply is unsatisfactory.

Autonomy for Poland.

Aug. 15, 5.15 p.m.

The Czar has conferred autonomy on Poland under a Viceroy.

Later.

The Czar's proclamation of autonomy for Poland includes German and Austrian Poland.

Russians Victorious.

Aug. 15, 5.15 p.m.

A French official despatch says the Russians have been victorious on the Dniester. The Fourth Austrian Infantry Regiment and the First Austrian Cavalry Brigade have been annihilated. The Russians destroyed the railway and telegraph lines at eleven points along the River Memel to Tilset.

Aug. 16, 5 p.m.

The Russians compelled the Austrians to evacuate Kielce and neighbourhood.

The Russian cavalry is pressing forward towards the German frontier.

In an artillery duel at Dinant the French drove the Germans from the town.

Heavy Losses.

Aug. 16, 5 p.m.

An Austrian despatch confirms that there were heavy losses on both sides in the Austro-Servian battle.

[The following telegrams appeared in our special issue of yesterday.]

Home Rule for Poland.

Aug. 15, 12.35 p.m.

The Grand Duke Nicholas has issued a stirring manifesto foreshadowing Home Rule for Poland. He says "the hour has sounded when the sacred dream of the Poles may be realised. The Army brings you solemn news of reconciliation with Russia under the Czar's sceptre. Poland will be reborn free in religion and language."

Austrians Cross Drina.

Aug. 15, 12.35 p.m.

The Austrians have crossed the Drina at Lodznitza, which is still resisting.

Aug. 15, 12.35 p.m.

The smallness of the area of operations in Belgium and nearness to Brussels particularly necessitates present silence.

400,000 Austrians Repulsed.

Aug. 15, 9.50 a.m.

It is officially announced from Nish that on Thursday 400,000 Austrians made a concerted night attack all along the Servian frontier, but were repulsed after the fiercest fighting and considerable losses. The enemy, however, succeeded in crossing the Save and captured Shabatz. They also crossed the Drina, after sanguinary fighting.

Servians Concentrating for Big Battle.

Aug. 15, 9.50 a.m.

The Servians are concentrating for a big battle, which is expected to-night.

German Armed Steamer Seized.

Aug. 14, 11.30 p.m.

It is officially announced that the Nyassaland Government armed steamer Gwendolen completely surprised the German Government armed steamer Wissmann on the eastern shore of the lake. The engines and guns were removed and the captain, engineers and mechanics made prisoners.

Movement of Franco-Belgian Troops.

Aug. 14, 11.30 p.m.

The Belgian Government states that no further communications will be issued regarding the movement of Belgian and French troops.

The Operations Before Liege.

Aug. 14, 8.15 p.m.

The Germans are concentrating their attack on the Liegeen forts which are on the right bank of the Tause.

Transport of French Troops Completed.

Aug. 14, 8.15 p.m.

The Belgian newspapers announce that the transportation of French troops to Belgian territory is complete and the whole force is ready to advance.

Germans' Time-table Likely to be Completely Upset.

Aug. 14, 4.20 p.m.

The Russian mobilisation has been unexpectedly expeditious. Naturally the movements are carefully veiled, but there are indications that masses of Russians are beginning to move; and this, combined with the checks in Belgium, is likely to completely upset the Germans' time-table.

The Goeben and Breslau.

Aug. 14, 4.20 p.m.

The fact that the Goeben and the Breslau are not yet disarmed is regarded as a grave violation of Turkey's neutrality and the allies, and also Italy, are considering what steps are necessary to secure Turkey's strict neutrality.

Greece Uneasy.

Greece is perturbed at the possibility of the vessels being used contrary to Greek interests in the Aegean Sea.

The Prince of Wales' Fund.

Aug. 14, 4.20 p.m.

The Prince of Wales' fund now amounts to one million pounds sterling.

Belgians drive Germans Eastward.

Aug. 14, 5.20 p.m.

The Press Bureau announces that the Belgians have so driven the enemy Eastward that there are now no German cavalry between Hasselt and Ramillies.

The forts of Liege are plentifully supplied.

TELEGRAMS.

MEXICAN AFFAIRS.

CARRANZA ENTERS THE CAPITAL.

[Reuter's Service To "The Telegraph."]

London, Received Aug. 16.

General Carranza has entered Mexico City.

DAVIS CUP.

AUSTRALASIA WINS.

London, Received Aug. 16.

Australasia has won the Davis Cup in the match with America. The match was played at Forest Hill, Long Island.

THE AMERICA CUP.

RACES POSTPONED.

London, Received Aug. 16.

The America Cup Races have been postponed until 1915.

Flying Corps for Canada.

The belief is entertained in official quarters at Whitehall that, as the result of communications which have passed between the Imperial and the Dominion Governments, steps will be taken at an early date to organise a flying corps for the Canadian forces, says the *Birmingham Post*. To this end two officers attached to the Ministry of Defence in Ottawa were going to England towards the close of last month, and it is assumed that after they have followed a course of evolutions at Aldershot and on Salisbury Plain instructions will be given for the construction of a dozen aeroplanes of the latest military type for shipment to Canada, and the temporary engagement of a certain number of pilots for the purposes of instruction.

15th CENTURY CANNON

Ways of Warfare in Albania.

The present struggle in Albania is furnishing one more illustration of the quaint mixture of modern and mediæval methods which obtains in this turbulent State.

In the defence of Berat, says the *Times* special correspondent, the Albanians mounted one field gun and four machine guns on the old Venetian citadel above the town. The enemy, using a mountain gun captured at Elbasan, dropped shrapnel on the citadel.

"The defenders used a dozen old Venetian cannon, dated 1489, which they loaded with the original stone balls, of which a plentiful supply was available, mostly used as doorstops. They used rags for wads and black powder. . . . The insurgents' rushes on the citadel were checked by breaking down the old Venetian wall upon the heads of the assailants. At midnight the citadel was evacuated, and the defenders, taking the field gun and their four machine guns, and accompanied by a vast concourse of refugees, streamed towards Avlona."

The Foreigner's Monocle.

The comic saga of Prenk Bib Doda's dash to the rescue of the Mpret of Albania is told by Mr. Jack Heaton Armstrong, whose brother, Captain Armstrong, is Prince William's private secretary. Mr. Armstrong, says the *Chronicle*, has just returned to England from Albania.

Prenk Bib Doda, the Midite chief with the nursery rhyme name, set out from Alessio at the head of 2,000 men to the relief of Prince William. Mr. Heaton Armstrong, a debonair monocled young Englishman, accompanied the expedition as commander-in-chief of the artillery section. This consisted of one Austrian mountain-gun, and was easily the most effective part of the force.

"It was curious," said Mr. Armstrong, "how the gun was a sort of fetish to the Albanians. The rebels would never stand shell fire, while our own men would run for me for the gun on the slightest excuse.

"My eyeglass was an object of great interest to them. They believed it was essential to the working of the gun, and I did not dispel the illusion, but kept the glass in my eye whenever an Albanian was in sight."

TELEGRAMS.

NEWS FOR BUSY MEN.

CONDENSED.

The race for the America Cup has been postponed till next year.

The gold influx into the Bank of England continues.

The report that the Germans are marching on Antwerp is officially denied.

The French troops have entered Belgium at Charleroi and are advancing on Gembloux in force.

In an artillery duel at Dinant the French drove the Germans from the town.

The Germans are greatly inconvenienced on account of the scarcity of horses.

The Russians have compelled the Austrians to evacuate Kielce and neighbourhood.

In a battle between the Austrians and Servians there were heavy losses on both sides.

It is reported that Turkey has purchased the German cruisers Breslau and Goeben.

Greece is demanding an explanation of the Turkish mobilisation.

In the impending big battle several million men will be engaged, and the front will extend over 250 miles.

By beating America, Australasia has won the Davis Lawn Tennis Cup.

Cannonading heard at Tirlemont is believed to indicate the beginning of the great battle.

The French brilliantly defeated a Bavarian Army Corps at Avricourt and Cirey.

There are indications that the Germans are endeavouring to envelop the extreme left of the Allied Forces.

The Fourth Austrian Infantry and the First Austrian Cavalry Regiments have been annihilated by the Russians.

It is believed that the German forces have retired on to the main Army and are concentrating for the attack on the Liege forts.

The Official Press Bureau dispels certain rumours and states that British successes and reverses will be officially announced without delay.

It is stated that the Allies will demand that Turkey shall disarm the Breslau and the Goeben, and it is anticipated that Turkey will agree.

NEWS.

"Our Contemporaries" appears on page 2, log book on page 6 and commercial news on page 9.

General news and an article on the German milliard war levy will be found on page 3.

Interesting comment on Home sport will be found on an extra to-day.

A seaman from the U. S. S. Wilmington was to-day acquitted on a charge of assaulting an Indian constable.

DON'T FORGET.

TO-DAY.

Bijou Theatre 9.15 p.m.
Victoria Theatre 9.15 p.m
Messrs. Mackintosh's Summer Sale.

TO-MORROW.

Bijou Theatre 9.15 p.m.
Victoria Theatre 9.15 p.m.
Saturday, August 22.
H.K. and Shanghai Banking Corporation, Shareholders' Meeting, City Hall—noon.

NOTICES

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LESSONS IN CHINESE.
MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.
He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.
Those who intend learning the Chinese language are requested to write c/o "Hongkong Telegraph" office or direct to 37 Hollywood Road, 1st floor.
Hongkong, 29th Jan., 1912.

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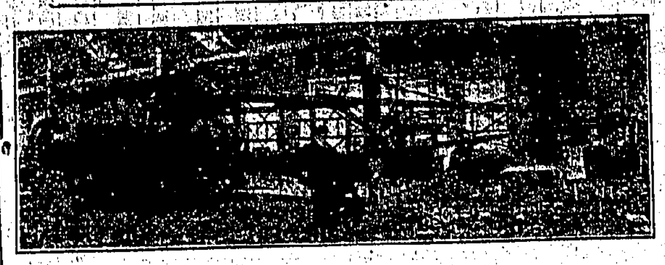
ART PHOTOGRAPHER
HONGKONG.
TELEPHONE NO. 1013.
Developing, Printing & Enlarging.
Hongkong, 18th July, 1913.

NOTICES



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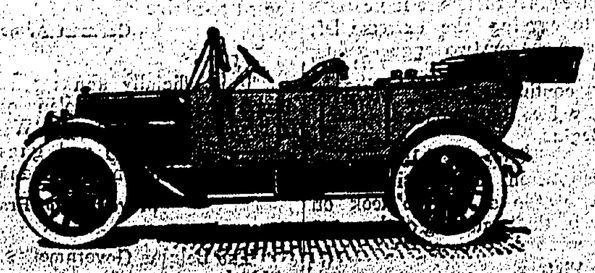
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OUR CONTEMPORARIES.

South China Morning Post.

The Kaiser's Dream Shattered.

It is well to mention however that Italy has declared neutrality in the present conflict, which reduces, by figures above recorded, the fighting power of the Austro-German combination while on the other hand the addition of the forces of Great Britain, Belgium and Holland, not to speak of Servia and Montenegro and the possibility of a few other nations before the proud Teuton is brought to his knees, enhances to an enormous extent the strength of the chief opponents of the Austro-German combination. Under these circumstances, it will readily be seen that the supremacy of Germany on land is nothing like so assured a thing as has been generally believed and as the fire-eating Kaiser devoutly hoped and prayed it was. It must be galling indeed for the War Lord of Europe to see his teeming battalions routed so frequently on the Belgian frontier, where at least he must have anticipated an easy walk over. The great fight has yet to come, and come it must for the future peace of Europe and the world.

Daily Press.

The War.

The Kaiser both on land and sea has been "surprised" by his enemies, in a way that he of all men least expected. It is not to be supposed, however, that the history of the war will be one long and uninterrupted story of German defeats. The news so far received seems almost too good to be true, but the public is placed at a disadvantage in judging of its reliability of the news by the fact that the censorship permits us to learn only one version of the story. What is being thought and said in Germany is a sealed book to the rest of the world, but if we may guess at the German view from the nature of the latest telegrams it is that all that has taken place hitherto, although it has cost Germany many thousands of men, has been in the nature of mere preliminary skirmishes, and that the great battle for which the opposing armies are now concentrating will afford a more accurate measure of the probable results of the War. The coming week will live in history as the period of a war which is certain to be one of the greatest and the most sanguinary in the history of the World.

China Mail.

British Navy Problems.

It must be confessed, says *Engineering* of July 17, that there has been a considerable degree of vacillation on the part of the Admiralty, irrespective of the wisdom of the policy decided upon at the Imperial Conference in London in 1909, there is some excuse for the Colonies insisting on its fulfilment. This policy required Australian, China and East-Indian units for the Pacific, the idea being that the battle-cruiser New Zealand and a vessel of a similar type, as well as the battle-cruiser Australian, should be at the head of each of these respective units. So far as the two former ships are concerned, the arrangement has not been fulfilled, and there is some justification for the attitude taken up by Australia, who consider that, in addition to the vessels they have built, two cruisers of the "Town" class should be added from the Imperial Navy for Australian defence. As Lord Hythe points out the whole problem of Imperial defence requires the earnest consideration of the statesmen of the Mother Country and of the overseas Dominions.

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GENERAL NEWS.

Woman Judge.

"Her Honour" Judge Grace O'Neill, a frail looking woman of twenty-six years, acted as a special judge in a divorce action in the Superior Court at Vigo, Indiana, and in the opinion of the plaintiff, as well as the lawyers, acquitted herself admirably. She was raised to the bench as the result of the absence of Judge Cox, (the *Mail* says), who telegraphed appointing her to adjudicate for him in a divorce suit instituted by Mrs. Perdita Griffith against her husband, Mr. Voorhees Griffith, the city comptroller. At the close of the case, she said to the lawyers: "You conducted yourselves admirably, and made my experience a most enjoyable one." This woman judge has been the official court reporter for eight years. Two years ago, at the age of twenty-four, she was admitted to practise at the Vigo County Courts. The divorce suit was comparatively simple, and her honour granted the decree sought.

Officers' Aeroplane Fall.

Lieutenant Gill, of the Royal Flying Corps, was flying a Sopwith machine at Fort Grange Military Air Station, Gosport, with Captain Bremner, of the Royal Engineers, as passenger, when the aeroplane, at a height of about 40ft., suddenly took a nose dive and descended with considerable force.

Captain Bremner had a leg fractured and received injuries to the head. Lieutenant Gill escaped with minor injuries and a severe shaking. The machine was considerably damaged.

The Fashionable Beverage.

Barley water, once considered only as a drink for invalids, is now a most fashionable beverage, and an extremely wholesome one, much appreciated by athletic young men and women, and delicious when it is properly made. Wash two tablespoonfuls of pearl barley, put them into a saucepan with a cupful of cold water, and boil for five minutes. This is merely to branch the barley and take away the bitter flavour. Strain off the water, and put the barley in a jug with four lumps of sugar and the thinly-peeled rind of a lemon. Pour on it one pint of boiling water, stir it well, cover closely, and set it to cool. Then strain it through muslin into a glass jug and set on ice till wanted. The colder it is the better. An excellent "long drink" is equal quantities of iced barley water and milk to three-parts fill a big tumbler, fill up with soda water, put a tea-spoonful of ice cream on top, and drink through straws.

Launch of Largest Fighter of American Navy.

Quincy, Mass., July 11.—Turbine engines and oil fuel will furnish the motive power of the 27,500-ton battleship Nevada, launched at the yards of the Fore River Shipbuilding Company to-day. The Nevada is a sister ship of the Oklahoma, launched at Camden, N.J., last March. Secretary Daniels, of the navy, and Governor Tasker L. Oddie, of Nevada, and Senator Pittman, of that state, were guests at the launching. The sponsor was Governor Oddie's niece. Eleanor Ann Siebert, 10 years old, of Reno.

Sir C. Dilke's Memoirs.

The Life of Sir Charles Dilke, being written by Mr. Stephen Gwynn, M.P., in consultation with Miss Tuckwell, may be expected in the autumn of 1915 or early in 1916. "It is not true to say," Mr. Gwynn told a *Daily Mail* representative, "that we were unable to publish the book till Mr. Chamberlain died. We intended in any case to publish next year. Much of the book deals with Mr. Chamberlain, and, of course, it is easier to handle such matter now. Sir Charles left a very full memoir."

Bank of China.

Sah Fu-mou and Chen Wei have been appointed President and Vice-President of the Bank of China. Sah Fu-mou is a nephew of Admiral Sah Ching-ping and a secretary of the Ministry of Communications who was to go as a delegate to the Universal Postal Congress which is to be held next September, but which is likely to be postponed on account of the war clouds in Europe.—*Peking Daily News.*

NOTICE

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THE RIGHT TO GO TO CHURCH.

Lady Sues Vicar for Expulsion.

Considerable amusement was caused in the King's Bench Division during the hearing, before Mr. Justice Coleridge and a special jury, of an action in which Miss Alice Hancock, of Barnsdale-road, Maida Vale, sued the Rev. John Clayfield Stephens, Vicar of Christ Church, Paddington; Dr. E. Parker Young, a church official; Mr. F. G. Ford, sidesman, and Mr. W. Hampton, complaining that she had been excluded from the church and Communion.

Plaintiff also made allegations to the effect that she had been libelled and slandered by one or more of the defendants and that on one occasion, when she was removed, she was "roughly handled." Plaintiff further asked for an injunction restraining her exclusion.

The defence, in addition to a denial of the allegations, was that she had been legally excluded.

Miss Hancock conducted her own case. She read part of her opening statement, and said that the ordeal was "sufficient to unnerve most men, much more a defenceless woman."

She told the jury she had come before them to clear her character from the hateful things said about her and to put a stop for all time to people pointing the finger of scorn at her as the dreadful woman who had to be excluded from Christ Church.

She complained of criticism in regard to her singing, and of a statement made that she was a "fidget in church." It was also related, she said, that she handed sweets about during the service.

"Friends," she said, addressing the jury, "this is the box that contained them (indicating a small tin match-box), and they were only little pieces of liquorice to stop people coughing. On one occasion I stepped out of my pew and put a few pieces into a blind man's hand—(laughter)—and once put some in my own mouth to keep myself quiet."

"Yells Reach the Vestry."

Miss Hancock said her voice might be a little rougher than it was years ago on account of her having taken part in open air meetings in the parish. But this, she contended, did not justify the vicar saying "her yells followed him to the vestry." (Renewed laughter.)

Miss Hancock said she told the vicar he was "a Protestant Pope."

Mr. Hume Williams, K.C., cross-examining, asked: If you did not approve the statements of the preacher, you used to cough?—Only on two occasions.

"And if you were in agreement with what the vicar said, you would observe, 'Amen,' 'Hallelnia,' or 'God be praised'?—No. During the previous vicar's time, I did say 'God be praised' once or twice.

You used to give the responses in a loud voice?—Only ordinarily. And instead of singing them you said them in a loud voice before the choir had time to intone them?—Oh, no!

THE GERMAN MILLIARD WAR LEVY.

A message from Berlin dated July 10, published in London papers, stated:—According to a statement emanating from the Prussian Ministry of Finance, the yield of the milliard war levy of 1913 so far as Prussia is concerned will amount to 603,000,000 marks. Taking as the basis of calculation the usual estimate that the Prussian contribution amounts to three-fifths of the whole, this will give 1,005,000,000 marks for the whole Empire: This sum, while it exceeds the estimate of the Imperial Treasury, is considerably under the 1,200,000,000 marks at which many unofficial estimates put the yield of the tax. It is reckoned that the total yield, however, will be larger than the 1,005,000,000 marks given above, as, owing to the nature of the tax, the share of certain Federal States, notably of the wealthy Hansa cities, should be larger than usual. The reasons assigned for the failure of the tax to come up to unofficial expectations are:—First, that December 31, the day on which the value of property had to be calculated, was a bad day on the stock market and the prices of securities were low; secondly, the fact that the property of children was assessed separately from that of their parents; and thirdly, the large number of cases in which taxable property had to go free because the income derived therefrom was below the minimum prescribed by law.

The Judge: Why didn't you sing them?—It was simply on Protestant principles.

Speaking of Dr. Parker Young, who was the medical officer of a hospital near the church, Miss Hancock observed that there was a lady "sitting in the meeting to-day" to whom he had complained about plaintiff's voice.

Avoiding the High Notes.

The Judge: This is not a meeting.

Miss Hancock contended that she only behaved like a wholehearted worshipper. Once she promised not to "sing out"—that being the bone of contention—and after that she "mumbled." (Laughter.) She did not sing above "D," thereby avoiding high notes. (Loud laughter.)

NOTICE.

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The Hongkong Telegraph.

HONGKONG, MONDAY, AUGUST 17, 1914.

CHINA'S POSITION.

In Saturday's *Telegraph* there appeared a re-print of an article by Mr. J. O. P. Bland, whose knowledge of things Chinese probably not one of our readers is prepared to dispute. Doubtless much of what Mr. Bland has to say will fall on deaf ears in England, for, as all know who have been Home during the past year, there is a marked apathy in Europe in regard to Chinese affairs. Nevertheless, seeing that, on the one hand Dr. Morrison and on the other Mr. Ma Soo, have had their say in the London press, it is possible that Mr. Bland may get at least a small percentage of the hearing that undoubtedly he merits.

In the first place he makes no bones about challenging Dr. Morrison's statements that tranquillity was firmly established throughout the length and breadth of China, that the general situation was better than it had ever been at any time in his experience, and that the outlook was more promising; and he promptly backs his challenge by pointing out that, at almost the moment when this boast was being uttered, Kalgan, one of the wealthiest cities of the North "was being ruthlessly looted by the First Division of Yuan's regular army." This is a hard knock, and it is followed up by a further attack on the Doctor's statements. In speaking of the Council of State, Doctor Morrison said to the press: "The best and most progressive politicians of the Manchu regime are working in the fullest harmony with the pick of the Young China Party;" against which, Mr. Bland sets the *Times* Peking correspondent's assertion (only a week later) that the Council is "solely a Presidential organ—its seventy members all savouring of the past, a regular mobilisation of the old Brigade. There is no Young Chinese among them."

Anxious to be fair to both sides, Mr. Bland hastens to show that the discrepancy between these two statements may be, in some sort, explained by two different acceptations of the words "Young China":—(1). the Sun Yat-sen or turbulent division; (2). the Christian element. As a matter of fact, however, Hongkong readers who have troubled to follow with some closeness the events of the past three years, would probably contend that there are nearer twenty-two than two "Young China" parties; all of whom are more or less at variance, the one with the other. Here and there these overlap; elsewhere are as wide apart as the Poles. And surely, one would think, Dr. Morrison must be well aware of all this; as well aware as he is of China's financial straits, or of the piracies, brigandage, incipient mutinies, squeeze and political or municipal corruption with which the whole country seethes. Altogether, one is justified in saying that unless the Doctor feels inclined to give the people at Home a more adequate picture of China's condition, he would do well to hold his peace, lest his utterances should give a false sense of security to English business men whose interests lie mainly in the Far East.

War Prices.

In the absence of the Government list of maximum prices at which necessaries may be sold by retail, which was foreshadowed by the appointment of a Committee for that purpose, certain compradores are still putting up the cost to the consumer. This is particularly the case in regard to tinned goods, sugar (locally manufactured) and coal; while even the purveyors of fruit and vegetables are sticking on a cent here and two cents there. How the war can possibly have affected the supply of locally-grown fruit and vegetables we fail to see; and it is high time this "squeeze pidgin" were stopped. That can only be done by the authorities' issuing a legal tariff, and it is to be hoped that the appearance of the list will not be longer delayed.

The Supply of News.

It would seem from a telegram which we print to-day that Dame Rumour has been quite as busy at Home as in Hongkong regarding naval engagements in the North Sea; and it would also appear that none of the fanciful stories, of which we have been hearing so many during the past ten or twelve days, contain an atom of truth. The Official Press Bureau warns the public against the acceptance of such idle gossip, and adds that the successes and reverses of British arms will be announced officially without delay. This announcement, after the persistent manner in which the public in Hongkong has believed that news had been officially suppressed, is most reassuring. Battles, whether on sea or land, are not initiated in a moment or completed in a day; a tactful disposition of the forces is a necessary preliminary. Remembering that, and keeping also in mind the assurance of the Press Bureau, we can wait with patience for the news which we know cannot be much longer in reaching us.

The Chinese and the Court.

On Saturday a Chinese was sentenced at the Police Court to three weeks' imprisonment, for stealing a jacket. When judgment was pronounced the culprit appeared amazed. "Only three weeks!" he ejaculated. The moral seems pretty obvious. We are not suggesting that the punishment did not fit the offence, by any means; but the man's demeanour on hearing the sentence would seem to show that he is more or less a stranger to Hongkong, or, at any rate, is more habituated to Canton punishments than to those inflicted in this Colony. Undoubtedly one of the greatest difficulties under which the police and magistrates here labour is this disparity between Chinese and British punishments. Many a man has been executed in Canton, even within the last year or so, for an offence which, in a British court, would earn him, at most, six months' hard labour. No wonder then that Hongkong gets filled up with undesirables. It is absurd to demand that the punishment, (e.g.) for stealing a coat, should be made thrice as heavy; and just as absurd to expect China to lower *her* standard of penalties. Seemingly the only way out of the difficulty is for the Hongkong Government to exercise a little more care as to the persons whom it allows to enter and dwell in the Colony. So long as Hongkong uses whips where Canton employs scorpions, we shall always have plenty of visitors from the mainland.

The Pet.

From a paragraph in our General News column on Saturday, it will be seen that the latest piece of idiocy at Home is the introduction of a young pig into London as a pet. This particular animal was seen following its mistress (on a lead) through the streets of the West End, decorated with a large pink bow. One pig in a century one wouldn't mind; but it is quite possible that this will set the fashion and that, before another year is out, Bond Street and Regent Street will look like farmyards. Once upon a time there was only one shaven poodle; he set the fashion; now there are thousands. There are people in Europe—and a few in America—so small-minded and so hard-up for the wherewithal to fill in their idle time that, if the police would allow it, they would find immense solace and relief in leading a tame giraffe or a muzzled crocodile through the streets.

DAY BY DAY.

SERENE WILL BE OUR DAYS AND BRIGHT,
AND HAPPY WILL OUR NATURE BE,
WHEN LOVE IS AN UNERRING LIGHT,
AND JOY ITS OWN SECURITY.—Wordsworth.

The Weather.

Lower level 8 a.m. Temp 84; fair.

At the Peak 8 a.m. Temp 76; fog.

The Mails.

Siberian Mail.—Arrived per s.s. Chiyuen to-day.

Siberian Mail.—Arrived per s.s. Luchow last evening.

American and European Mails.—Close per s.s. Manchuria at 11 a.m. to-morrow.

Count the Columns.

On Saturday the *Telegraph* published 37 columns of solid reading matter. To-day there will be 30 published.

Delayed by Typhoon.

The s.s. Luchow, which arrived last evening from Shanghai, reports having anchored for 32 hours under Matsu Island, on account of the typhoon.

Arrived in London.

Among recent arrivals at the Hotel Metropole are Dr. and Mrs. G. P. Jordan, of Hongkong, and Mr. A. E. Fenton and Mr. W. L. Gerard, of Shanghai. Amongst recent arrivals at the Hotel Victoria is Mr. G. T. Atkin, of Hongkong.

Health of the Colony.

Last week there were five cases of plague notified, all Chinese and all fatal. Two were imported cases. There were four cases of diphtheria (one Chinese and the rest Eurasians), of which one terminated fatally. One non-fatal occurrence of enteric (British) and one non-fatal case of small-pox (Chinese) were also notified.

Bijou Theatre.

The new programme at the Bijou Theatre drew a good attendance of Europeans and Chinese last night. The Pathe Gazette and Pathe Cartoons are exceptionally good, while a three-part melodramatic film—"The Betraying Mark"—held the interest of all the spectators from start to finish. To-night and to-morrow will be the last opportunities for seeing this remarkable picture, as a change of programme takes place on Wednesday.

$300 Missing.

The outcome of a "misunderstanding" in connection with $300, portion of the amount paid to a Chinese in settlement of a rattan account, was that a Chinese was arrested on the Canton train with the sum of $298 in his possession. The story of how he came by it for the moment is not quite clear, but this morning he was remanded, and at a later date the story of a visit to an opium divan, the alleged clearing off with the money, etc., will no doubt be unfolded.

Victoria Theatre.

It is good to find Mr. J. Blake re-installed as manager of the Victoria. Under the new management the theatre opened on Saturday night with a fine programme, which included a particularly interesting Gaumont Graphic, two or three good comics and a lengthy sensational film—"On the track of the Spider's League"—which shows how a gang of rogues got successfully "gathered in" by an ingenious young detective. Mrs. Mears, who has now taken over the position of pianist, played some good selections in a very spirited fashion, and the management is to be congratulated on having secured her services.

TYPHOON WARNINGS.

The telegram quoted below was received by the American Consulate General, Hongkong, from the Manila Observatory at 12.23 p.m. yesterday:—

Cyclone or Typhoon—N. of the Western Carolines, filling up.

Cyclone or Typhoon—Near or over the northern Ladrone or Mariana Islands, direction unknown.

JOTTINGS BY THE WAY.

There was great excitement throughout the Colony to-day when it became known that a contemporary had a paragraph headed "Free Beer." Ardent enquiries are, we understand, being pursued.

Says a Lisbon despatch: "An extraordinary Cabinet Council was held last evening to discuss the steps to be taken to maintain public order—which is at present perfect." Quick work; what?

A Manila paper has the following advertisement: "Ask for A. S. Watson's Gingerals." That may go down with Filipino barboys; in Hongkong, however, we fear the answer would be: "My no savvy Gingerals."

It was said by them of old time that a live ass is better than a dead lion. Sometimes; but not when the live ass is the Little Englander in Parliament and the dead lion is Joseph Chamberlain—who being dead yet speaketh.

The Bishop of Singapore remarked last week: "I conceive that there must be many of you who suffer from worry, overwork and sleeplessness." Worry—yes; and sleeplessness. But overwork? Not in your life—unless Singapore has altered "some" since we knew it.

It is only when conversation turns on that great battle in the North Sea that you realise what a wealth of knowledge is possessed by every Tom, Dick and Harry in Hongkong, and how extremely ill-informed the Government is.

The *Singapore Free Press* seeks to comfort its more apprehensive readers by stating that, if there is any firing on the town, little damage may be feared, as it will be directed on the forts or principal buildings. If some of our Hongkong Chinese contractors had had any hand in erecting those forts and principal buildings our contemporary might not speak with such a sense of security.

"If fires break out," adds the same paper, "they must be promptly extinguished." This recommendation is, we understand, regarded with strong disfavour by a large section of the community, who consider the idea a quite unwarrantable innovation.

We read that, down in Sarawak the other day, a bridal party was photographed under a hot sun. Personally we always choose a cold one for that kind of fun.

Evidently the *Telegraph* is not the only paper that suffers at the hands of compositors who hold Oxford Local certificates. A Manila daily, for instance, has been talking about the Swiss army "bobilising" (*Editorial comment*: Well; the type-setter may have had a cold in his head). Simultaneously a local contemporary appears with "The Chief of the French Battle Fleet."—apparently an allusion to the "no boys" wire that came along a month ago.

Meanwhile our own particular certificated one has been distinguishing himself again, his latest achievements being "Mr. St. Matthew" and "horse de combat." The latter we regarded as really a drop too much, and so sent for the learned one. "You savvy English?" we asked. "No savvy," was the glib reply. More in sorrow than in anger we then enquired, "What school have go to before-time?" But the fellow wasn't savvying anything, and maintained an obstinate silence. On mature reflection we consider it was rather brickish of him not to give his old school away.

During the 1911 Revolution, Chen Chi-mei, then Tutuh of Shanghai, purchased from a certain foreign country two airships. These were exhibited at Kiangwan, and have since disappeared. The finder will be rewarded.

"It's an ill wind that blows nobody good," as the special constable remarked when he found a couple of bottles of beer "under the second tree on the left."

THE COLLISION CASE.

The Case for the Jinsen Maru.

Before the Acting Chief Justice (Mr. H. H. J. Gompertz) and Commander Beckwith, R.N., (assessor), at the Supreme Court this morning, the action was continued in which the Nippon Yusen Kaisha, as owners of the Jinsen Maru, sued the Indo-China Steam Navigation Co., as owners of the Wing Sang, claiming $30,000 for damage occasioned by a collision which took place in the Tathong Channel, near Lamtong Island, during a fog, on February 17. The Indo-China S. N. Co. counterclaimed for damages arising out of the same collision.

Mr. Eldon Potter (instructed by Mr. E. J. Grist) appeared for the plaintiffs and Mr. E. H. Sharp, K. C., (instructed by Mr. Davidson, of Messrs. Hastings and Hastings) defended.

Mr. Potter addressed the Court on behalf of the Jinsen Maru. Captain Arthur, said counsel, imbued with the righteousness of his case, and the seamanship of his own captain, was forced to say that the stem of the Jinsen Maru—a steel stem with the whole weight of the ship behind it—was not stronger than the side of an old iron ship thirty years of age. He (counsel) need not say any more than that. It was for his Lordship to say if the view of Mr. Brayfield on that point was far more reasonable. They had been told by Captain Arthur that it was the Orlop stringer that turned the Jinsen's bow. By the photographs it would be seen that the bow of the Jinsen Maru was turned from port to starboard. The question was put, "How do you suggest the bow was turned over without actually striking?" and the answer they got was that it was by the Orlop stringer, a thing with an inch face. Counsel could imagine the bow of the Jinsen Maru being injured by the Orlop stringer, but he could not imagine the whole of the bow being turned from port to starboard by that simple impact. No stringer, however strong, could possibly turn over the bow even below the water line. It was impossible, absolutely impossible. The damage was caused by the Wingsang, which was going full speed ahead and continuing on her way until eventually she swept the bows of the Jinsen Maru round. Now, that was a more acceptable and feasible theory than the theory of the Orlop stringer. The Wingsang was admittedly going at full speed ahead, therefore the blow she would give the Jinsen's bow would be one of considerable force. Captain Arthur thought it was possible—he put it no higher than that. One could not expect experts to give evidence against themselves—that the Wingsang did strike with force in that way. It was suggested that the Wingsang, being light, was pushed round to port by the Jinsen Maru. His Lordship had to bear in mind where the Wingsang was struck—a hundred feet from the stern. He could not imagine a ship being pushed round if she was so hit. The resistance of the Wingsang would be so great that the Jinsen must have inevitably cut right through. That suggestion again, was borne out by Mr. Brayfield's evidence. Even at two knots an hour, counsel would have expected the damage done to the Wingsang to be very much more serious. Therefore, on that point, he (counsel) claimed, that with regard to the question of damage, the probabilities were all in his favour. It was impossible for the damage to be caused by the Orlop stringer. Going at five knots, they must have cut through the boat. At the time of the collision they were in fact not moving at all. The Wingsang came round hard to starboard, so hard that the Captain himself said he had difficulty in keeping the stern from crashing into the Jinsen. It was said that 650 feet in one minute ten seconds was 5.4 knots, and that it went to prove the speed of the Jinsen Maru. It could not be made use of to prove that the Jinsen Maru was going at 5.4 knots Mr. Hadley, an independent witness, put the speed of the speed right out of

Court. He said that with regard to the speed of the Wingsang, her engines were not stopped until the Jinsen Maru was sighted. Mr. Hadley repeated that in re-examination by his learned friend Mr. Sharp. He was perfectly positive about it. "When the Jinsen Maru came in sight, we stopped," said Mr. Hadley, "and remained stopped a little time, and then the engines were set going again." That supported the allegation of the witnesses from the Jinsen Maru, that in fact at the time they sighted the Wingsang, the latter was moving ahead quickly. If the evidence of Mr. Hadley was correct, and the evidence of the Jinsen Maru witnesses was correct on that point, then there was a very different light thrown on the collision, because if she was moving ahead when sighting the Jinsen Maru, then her speed at the time of the collision was greater than three and a half knots; her speed at the time of the collision was very much more than four knots. Perhaps the truth would be a mean between the two statements. It was impossible for the Captain, the first officer, the second officer and the other witnesses on the Wingsang to give accurately the bearing of the Jinsen Maru when sighted, as their attention was not fastened on the bearing of the Jinsen Maru, or ought not to have been, yet they were now telling them—quite honestly no doubt—the bearing of the Jinsen Maru at that period. Counsel did not say that his witnesses were any more correct on that point than the witnesses for the Wingsang, but his Lordship would see how difficult it was to give the bearings and speed of a ship when variations either one way or the other made all the difference. As regards the density of the fog, the evidence was again in counsel's favour, as the people in fog, looking out of it, could say far better than those out of the fog, looking into it, what the distance was between the ships on sighting. As a prudent navigator, the captain of the Jinsen Maru had stopped, and his anchors were ready for dropping.

The Court would have to hold that he thus acted prudently. It had been said that their log had been accommodated to the case; therefore the entries in the log would be forgeries. That was an allegation which was used as an act of offence and defence by the other side. Counsel disputed the alleged concocting of the log. The case was proceeding as we went to press.

MISTAKEN IDENTITY.

American Sailor Charged With Assaulting Indian Constable.

At the Police Court, before Mr. C. D. Melbourne, this morning, B. T. Davies, a seaman on the U.S.S. Wilmington, was charged with assaulting an Indian constable in Queen's Road at midnight, last night.

The constable said the rickshaw coolies were rushing for passengers and he went to stop them. The defendant, who was with several other American sailors, struck the complainant for interfering.

Defendant denied the charge, and produced two witnesses to prove that he was not guilty.

It was stated that the Indian called the defendant a foul name in English.

Inspector MacDonald said that could not be true, since the officer could not speak a word of English.

His Worship said he knew the Indian very well, and he knew that he was a good man, but he could not help feeling that it was a case of mistaken identity. He was convinced, however, that the Indian was struck, but not by defendant. Defendant would be discharged.

Oil Storage at Rosyth.

The Admiralty has placed contracts for the construction at Rosyth naval base of 20 oil tanks and an underground oil reservoir, which will probably be the largest in the world. Ten of the tanks are to be erected by the Carronfield Oil Works Company and 10 by the Motherwell Bridge Company. Easton, Gibb, and Son (Limited), the contractors for the docks, will construct the reservoir.

GAMBLING IN SERVANTS' QUARTERS.

Eleven Chinese Arrested In a Raid.

Detective Sergeant Pincott, and a party of police raided the servants' quarters of Mr. Lindsell's residence, Kowloon, yesterday afternoon, and arrested eleven men for gambling.

At the Police Court, this morning, Mr. Lindsell asked for a charge of being on his premises without permission to be preferred against all but one boy, who was employed by him, explaining that he (Mr. Lindsell) was away on military duty at Stonecutter's.

Inspector Gordon asked for the charge against one boy to be withdrawn, as he was a messenger from the Hongkong Club, who was conveying a message when the raid took place.

The first defendant was fined $50, or in default a month's imprisonment, the third defendant was discharged, and the remainder were fined $3 each, or in default seven days. Eight of the defendants were also fined $2 each for being on the premises without permission.

THE GERMAN NAVY.

"Temporary Enfeeblement of the Third Squadron."

According to German Naval Notes in the *Navy*, the Grosser Kurfurst and the Konig were to hoist the pennant in August. The latter is a fine ship of 25,800 tons, ten twelve inch guns, and a fuel capacity of 4,300 tons. The Grosser Kurfurst was built at the Imperial Dockyard. The Markgraf, the third unit of the same class, "will not commission before the autumn." We mentioned a few days ago the reorganisation of the German Fleet into three squadrons of seven ships, and see that it was to take place "as soon as the above mentioned three ships are added to the Third Squadron." The Second Squadron at present consists of eight battleships of uniform type. It was said that the change was expected for the Autumn.

The *Navy* adds.—This temporary enfeeblement of the Third Squadron has to be made in consequence of the present shortage of officers and men. The announcement has caused something like consternation among the superpatriots who had hitherto been boasting of the Fatherland's inexhaustible supply of trained seamen, and indulging in complacent allusions to the manning difficulties experienced by less favoured States, especially England. No doubt this shortage is merely temporary and will soon be made good by the increased number of recruits now being taken for the Navy, but it is making itself unpleasantly felt for the moment. It is probably true, as most Germans contend, that with them the strength of the naval personnel is purely a question of money, thanks to the large number of young men who become liable for military service each year and yet cannot be enlisted because the available funds are not sufficient for their maintenance and training. That compulsory service gives Germany a marked advantage, goes without saying; and provided she can command the financial means, there are practically no limits to the future strength of the personnel. The German bluejacket costs the State considerably less than the British seaman, but his training is nevertheless an expensive item, and this fact probably accounts for the reluctance of the authorities to increase the establishment too rapidly.

Commercial Attaches for China.

The Chinese Government, according to the vernacular papers, has decided to appoint commercial attaches to the Chinese Legations abroad, and these officers, in addition to their own duties are expected to render the Chinese Financial Agent abroad such assistance as may from time to time be required by him. Mr. Chen Chin-tao, it is stated, has applied for the appointment of an Assistant Financial Agent, hence this decision of the Government.

TROUBLED MEXICO.

Life in the Capital.

Mexico City, June 10.—The censorship continues, and the strictest control of all incoming and outgoing messages is exercised by the Government. No foreign mail has been distributed for three weeks; we are entirely ignorant as to what has happened at the Niagara Peace Conference, and know hardly anything of what is going on in the world generally. Passenger traffic between Mexico and Vera Cruz is maintained, although in somewhat irritating circumstances. The night service has been suspended, and the day train, which leaves Mexico at 7 o'clock in the morning, conveys travellers as far as a station, 10 miles from Vera Cruz, named Tejeria, from which place, for more than two miles to a station called Tembladeras, the track is destroyed. This distance has generally to be covered on foot, as the few horses and mules available are quickly monopolized. At Tembladeras a train, under American escort and control, awaits the passengers, who, after being examined and vaccinated, are conveyed to the port of Vera Cruz.

The city remains quiet, and no anti-foreign feeling is observable. The guard of six Federal soldiers which General Huerta placed in the American Club, after the American landing at Vera Cruz, has been removed, and on the front wall of that building is a notice to the effect that "this edifice is the property of a Mexican widow." Many American establishments have reopened, although the shop windows are well protected by iron shutters or wooden boards.

Scarcity of Money.

The prices of all commodities here have risen enormously. Meat is becoming daily scarcer and more expensive, while fish is already an unknown luxury. There is a painful absence of small money in circulation, and many establishments exhibit notices to the effect that no change is given for purchases under one peso (about 2s.). Ludicrous scenes take place daily in the electric cars because of the inability of the passengers to pay the exact legal fare, or on account of the reluctance of the conductors to part with their tokens and nickel coins. Many clubs issue books of coupons for small amounts. The hoarding of coins by the Spanish grocers and the Mexican small trader is supposed to be responsible for the scarcity of change, and there is naturally a disinclination on all sides to part with good silver in exchange for the bank-notes of low denomination which now flood the country. Imports and exports are almost suspended, and business generally may be said to be at a standstill.

The city resembles a military camp. Government officials, Civil servants, postmen, telegraph clerks, dustmen, public gardeners, and water-cart drivers all are in uniform and drill, drill, drill all day long.

Volunteers Enrolled.

The British Defence Society is well organized, and in case of street fighting or mob riots will doubtless render a good account of itself. A house has been taken for military head-quarters in the 3rd Dinamarca-street, in the colony named "Juarez," the centre of the principal residential quarter of the city. An experienced staff of 18, including two medical officers, has been appointed, and in its turn has enrolled eight companies, each 33 strong. One of these companies is mounted. Seven of them are attached to the military head-quarters and one to the British Legation, which two buildings are some 1,200 yards apart. The arms available are 100 Mauser rifles, lent by the Mexican Government, and a good supply of other rifles and revolvers the property of private persons. The British Government has also lent the society two Maxim guns with 24,000 rounds of ammunition. One is posted at the headquarters and the other at the Legation. They are in charge of two gunnery lieutenants and an armourer from H.M.S. Suffolk. Instruction classes have been held, with the result that there are now four efficient teams to work the guns.

Arrangements have been made with householders in the neighbourhood of the headquarters to receive refugees from other parts of the city, and transport officers, with motor-cars at their disposal, have been appointed to effect the transfer of all British subjects living outside the protected zone. The headquarters are well stocked with provisions, ammunition, explosives, medical supplies, barbed wire, tools, and other requirements, and are connected by an independent underground telephone system with all the Legations and defence houses of the other foreign colonies.

COAL AND FUEL OIL COSTS.

As our readers are aware, says the *Shipping and Mercantile Gazette*, the East Asiatic Company's motor-ship Siam returned recently to Copenhagen after a round voyage of some 35,000 miles. She was away from her home port for practically seven months and a half, and in the course of her work visited the West Coast of South America, Japan, Vladivostock, and Singapore. From first to last her service was quite satisfactory. Indeed, the passages of these Copenhagen motor-ships are so regular and so free from serious machinery trouble that nobody now expects the work of the vessels to be anything but satisfactory. It is not, however, to the efficiency of the Siam's engines as engines that we wish to direct attention, but to the economy of the motor cargo vessel as it is demonstrated in her case. The voyage which she made was long enough, and covered sufficient of the navigable deep water of the world to make the test of fuel costs valuable. When Diesel engines and steam engines are compared the fuel prices taken are usually those of the United Kingdom, where coal is cheap and oil is dear. That is not, in the view of the oil engine's friends, a quite fair comparison. There are, they say, stations convenient to trade routes—Singapore, for example—at which fuel oil is obtainable at a much lower price than that of a United Kingdom port. The Siam took oil on board only at San Francisco and at Singapore, so that the terms on which she obtained her fuel supplies were almost as favourable to the oil engine as they well could be. An unofficial estimate of her performance assumes that if she had been a coal-burning steamer she would have consumed about 6,000 tons of coal, at an average price of 20s. a ton. Actually she consumed 1,500 tons of fuel oil at an average price of 35s. a ton. The oil price is not official, but an estimate. Assuming it to be a reasonably accurate estimate, we get: Coal cost, £6,000; fuel oil cost, £2,625; balance in favour of oil engines, £3,375. That is on its face a remarkable result, which cannot fail, we imagine, to impress shipowners. As it is not in the Siam's case the only gain due to the use of oil engines, there is nothing more to be said than that on a route like this the coal-burning steamer is hopelessly outclassed. We could have wished, however, to be left clearer in our mind as to the actual value of the average oil price given, because all these arguments about the comparative efficiencies of motor ships and steamships turn on the cost of fuel. Was the average price of the fuel oil in this instance 35s. a ton? What would it have been if the fuel capacity had been less? And what difference would the substitution of another port for either Singapore or San Francisco have made? These are not, perhaps, questions of much importance to the particular case of the Siam But they have a general interest, and it is in the general interest that this is written. Moreover, how would oil and coal prices work out on an average voyage—a voyage involving calls at neither cheap coal ports nor cheap oil ports? Oil stations are, as we know, much more numerous in the world than they were. But in an argument of this kind the question is not so much whether they are more numerous than they were as whether they are numerous enough. The one way in which that question can be answered is by examining the fuel facts of typical voyages, and it is a wonder to us that nobody has yet attempted to do so.

DAIRY FARM NEWS.

We beg to inform our customers that we are in a position to supply *ALL* our customers with Butcher's Meats, Fresh Milk and Dairy Produce as hitherto.

MESSAGE IN A BOTTLE.

Extraordinary Story From Coast of Australia.

Remarkable messages were contained in a bottle which was picked up on July 8 on the beach at Bondi, New South Wales. The messages were written in indelible pencil on pieces of linen, which had apparently been torn from a man's shirt. The bottle also contained a pair of silver sleeve-links.

The principal message read:—"To the Finder of this Bottle, if Found.—I am the third officer of the (in English) Shima Maru, Japanese trader. We struck a derelict 7 miles west of Loyalty Island, 4 a.m., on 16/5/14. We took boats, and we lost bearings. We are now on an island. Skipper and mate dead, second mate ill. There's only I and third mate, and seven others, all weak. We are sailing in a few days in hopes of finding inhabited island. Sir, will you do me a kindness. Let my people know I am alright up to writing this. Sir, if you make this known, please don't make their names known, or that of my young lady. Sir, please accept the links as a token of my respect for the kindness which I know you will do me. I hope that I may see you if I come out alive, and thank you personally. I am, sir, yours truly, W. G. Purdy. Tell them, sir, you will, for humanity's sake. Don't let them think I did not try, but I can only hope. Good luck, sir. I wish I were you now. Goodbye."

The links mentioned are a pair of silver sleeve links, and were tied in a corner of the cloth bearing the message. The name of a woman is given, together with a complete address, but is withheld, at the request of the writer of the note.

One of the two other messages in the bottle was addressed to a lady, and the third for a gentleman in England. The bottle and its contents were taken to the Navigation department. No vessel of the name of the Shima Maru has been reported overdue or missing lately, and the officials of the Navigation department say it is improbable that the bottle would drift from Loyalty Islands to where it was picked up in the comparatively short period of seven weeks. It is, therefore, thought by them that a hoax has been perpetrated. However, the Navigation department has informed the Japanese Consul, who intends to make inquiries.

Lloyd's Register mentions a steamer named Shima Maru. It is a wooden vessel of 112 tons, built in 1898.

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THE Undersigned will sell by Public Auction on

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A Large Quantity of Gents' and Ladies' high class Boots and Shoes in Black, Brown, and Patent Leather, Buckskin and Canvas Boots and shoes etc.

N.B. The above are from well known English manufacturers and have only been used as samples.

On view from Thursday the 20th August.

Terms: Cash on delivery.

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Auctioneer.

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FOR SALE.—Dulcitone Facht Piano. 4½ octaves. Apply Box No. 280 c/o "Hongkong Telegraph."

IN THE SUPREME COURT OF HONGKONG SUMMARY JURISDICTION. Action No. 1323 of 1914.

Between The Siemens China Electrical Engineering Company, Plaintiffs

and

Knell & Company Defendants

NOTICE IS HEREBY GIVEN that a Writ of Foreign Attachment against all the property movable and immovable of the above named Defendants Knell & Company within the Colony was issued on the 17th day of August, 1914 and was made returnable on the 21st day of August 1914.

Dated the 17th day of August, 1914.

GEO. K. HALL BRUTTON,
Solicitor for the Plaintiffs,
York Building,
Chater Road,
Hongkong.

THE AMERICAN AND MANCHURIAN LINE. NOTICE TO CONSIGNEES. FROM NEW YORK and SINGAPORE.

THE Steamship

"KENTUCKY,"

Captain A. Lee, having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged goods are to be left in the godowns, where they will be examined on Monday, 24th August, 1914 at 10 a.m.

All Claims must be presented within FIFTEEN DAYS of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after the 24th August will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN TOMES & CO.,
Agents.

Hongkong, 17th August, 1914.

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S.S. "Tanda," 6,800 tons, Capt. will be despatched for YOKOHAMA, KOBE & MOJI on 29th Aug.

S.S. "Takada," 6,800 tons, Capt. Robins, will be despatched for SHANGHAI, YOKOHAMA, KOBE & MOJI, on 4th Sept.

WESTWARD.

S.S. "C. Apcar," 4,600 tons, Capt. O'Sullivan, will be despatched for SINGAPORE, PENANG & CALCUTTA on 21st Aug.

S.S. "Dunera," 5,389 tons, Capt. Dickinson, will be despatched as above on 31st August.

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MARSEILLES, LONDON & ANTWERP, via Singapore, Malacca, Penang, Colombo, Suez, & Port Said.....	Katori Maru Capt. Murai	T. 20,000	WEDNES., 26th Aug., at 10 a.m.
	Kamo Maru Capt.	T. 16,000	WEDNES., 9th Sept. at 10 a.m.
VICTORIA, B.C., and SEATTLE via S'hai, Keelung, Moji, Kobe, Yokkaichi, Shimidzu and Yokohama ...	Sado Maru Capt. Asakawa	T. 12,500	TUESDAY, 25th Aug.
	Yokohama Maru Capt.	T. 12,500	TUES., 8th Sept. at 4 p.m.
SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane	Kumano Maru Capt. Syeda	T. 9,300	WEDNES., 26th Aug. at noon.
	Tango Maru Capt. Sekine	T. 13,500	WED., 23rd Sept., at noon.
CALCUTTA via S'pore, Penang & Rangoon	Ceylon Maru Capt.	T. 12,500	SATURDAY, 22nd Aug.
BOMBAY via Singapore and Colombo.	Colombo Maru Capt.	T. 5,000	MONDAY, 17th Aug.
NAGASAKI, Kobe & Yokohama ...	Tango Maru Capt. Sekine	T. 9,600	TUESDAY, 25th Aug., at 5 p.m.
SHANGHAI, Moji and Kobe	Kirin Maru Capt.	T. 5,000	WEDNESDAY, 26th Aug.
KOBE & Yokohama	Mishima Maru Capt.	T. 16,000	WEDNES., 27th Aug., at 11 a.m.

‡ Cargo only.

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SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SHANGHAI.....	Liangchow	.....18th Aug. at 3 p.m.
H'HOW, P'HOI & H'PHONG	Kaifong	.....19th Aug. at 10 a.m.
MANILA, CEBU & ILOILO...	Chinhua	.....19th Aug. at 4 p.m.
SHANGHAI	Luchow	.....20th Aug. at 4 p.m.
SHANGHAI.....	Chenan	.....22nd Aug. at m'night
MANILA, CEBU & ILOILO...	Taming	.....25th Aug. at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
"S.S. LINTAN" and "S.S. SANUI"

☞**MANILA LINE.**—Twin Screw Steamers "Chinhua," "Taming," and "Tean." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Tean."

☞**SHANGHAI & TSINGTAU LINE.**—The Twin Screw steamers "Anhui" "Chenan," "Shaohsing" and the S.S. "Kanchow" "Liangchow," "Luchow" and "Yingchow" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

The steamers leaving Hongkong on Sundays proceed from Shanghai to Tsingtau, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before midnight on **Saturday** for the **Sunday** morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every **Saturday night.**

These steamers land passengers in Shanghai, avoiding the inconvenience of the trans-shipment at Woosung.

Reduced Fares:—Hongkong to Shanghai:—Single $45. Return $75.
Do. Hongkong to Tsingtau:—Single $78. Return $125.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.

Telephone No. 36 Agents.

Hongkong 17th Aug., 1914.

RUSSIAN VOLUNTEER FLEET.

Captain D. A. Lukhmanoff,

Agent for

Hongkong, South China, Indo-China and Philippines Islands.

Office:—Hotel Mansions, Third Floor, No. 12a and 14.

Telephone No. 1224.
P. O. Box 472.

Capt. D. A. LUKHMANOFF,
Agent.

Hongkong, Aug. 5, 1914.

SHIPPING

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer.	From	Expected on or about	For	Will leave on or about
Tjibodas.....	...	...	.....JAPAN	...1st half Aug.
Tjimahock ...JAVA	...2nd half Aug.	.....S'HAI	...2nd half Aug.	
Tjilatjap .....JAVA	...2nd half Aug.	.....JAPAN	...2nd half Aug.	
Tjikini .....S'HAI	...2nd half Aug.	.....JAVA	...2nd half Aug.	
Tjipanas.....S'HAI	...2nd half Aug.	.....JAVA	...1st half Sept.	
Tjilaroem ...JAVA	...1st half Sept.	.....S'HAI	...1st half Sept.	
Tjiliwong ...JAVA	...1st half Sept.	.....JAPAN	...1st half Sept.	
Tjimahi .....JAVA	...1st half Oct.	.....JAVA	...2nd half Oct.	

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574 York Building. 15

TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement Tons & Speed		
Tenyo Maru	22,000 - 21 knots	,,	N'saki, Tues., 15th Sept.
Shinyo Maru	22,000 - 21 knots	,,	H'Kong Tues., 22nd Sept.
Chiyo Maru	22,000 - 21 knots		

Steamers via Shanghai will be despatched at noon.
Steamers via Manila will be despatched at 10.30 a.m.

First Class to London.....£71.10. Return (6 months) £120.
First Class to New York.....£60. ,, ,, £96.10.
,, ,, San Francisco £45. ,, ,, £68.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from Vancouver by steamers of the Canadian Pacific Railway Co.

Special Rates given to **NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES etc.**

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE and VALPARAISO.

Seiyo Maru 14,000 - 14 knots Sat., 3rd October.

Thence by TRANS-ANDEAN ROUTE to BUENOS AIRES.
For Full Particulars as to Passage & Freight, apply to.

S. MORIMOTO, Agent.

Telephone No. 291 KING'S BUILDINGS.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA
VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Aldenham		
Empire.....	4th Aug.	20th Aug., 10 a.m.
St. Albans	22nd Aug.	18th Sept., ,,
Eastern	12th Sept.	9th Oct., ,,

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity: All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.
Agents.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain		Leaving.
Haiyang ...	A. E. Hodgins ...	TUES.,	18th Aug. at 11 a.m.
Hailan	J. W. Evans ...	THURS.,	20th Aug. at 11 a.m.

FOR SWATOW.

Haimun.....	A. H. Stewart...	WED.,	19th Aug. at 11 a.m.
Haiching ...	W. C. Passmore.	FRI.,	21st Aug. at 11 a.m.

During the months of July and August First Class Return Fares to Foochow will be subject to a reduction of 20% on the full Fares.

Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas Lapraik & Co.,
General Managers.

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LOG BOOK.

Lure of the Lighthouse.

Every year the lighthouses all over the world are the cause of the destruction of thousands of birds. In four nights during the migrating season 10,000 birds were killed at the Barfleur Light. At one time it was generally believed that the birds, attracted by the glare of the lantern, flew blindly towards it and striking the glass or the metal frame were killed. But close observation has shown that this is not the case. Most of the birds have fluttered about the lantern until, finding no resting place, they have at last died from exhaustion. Of course in rough weather many are dashed against the structure by the wind, but the great majority of deaths occur in the manner described. Some time ago the matter was taken up in Holland where, at the Terschelling Lighthouse great numbers of deaths occurred. A number of perches were placed about the lantern and it is now claimed that during the whole of the migrating season, when thousands of birds pass the lighthouse, not more than 100 are killed. At night every perch is crowded, sometimes as many as 10,000 birds roosting at one time. The Royal Society for the Protection of Birds, following this example, set up perches at St. Catherine's and the Caskets.

In the spring of this year the sanctuary at St. Catherine's was crowded every night. The birds that tarried there during their northerly flight were of a great variety, including warblers, swallows, flycatchers, blackcaps, swifts, nightjars, and many others. Trinity House has now permitted the Society to furnish other lighthouses with similar accommodation, and the next to be so treated are the South Bishop, off Pembrokeshire, and that at Spurn Head where the work will be completed before the summer is over. The perches are made in the form of a small ladder of wood and iron within view of the light, but so placed as not to obstruct it. It is interesting to note that the perches from which the birds cannot see the light are always empty and at St. Catherine's many such were removed as useless. The sacrifice of bird life takes place only upon nights when no stars are visible; when the sky is clear the birds never approach the lantern.

Canadian Pacific Denial.

Ottawa, July 15.—In order to set at rest rumours about an issue of new stock and other disquieting stories circulated about the affairs of the Canadian Pacific Railway, Sir T. Shaughnessy, the president, has issued the following statement:—After the payment of all fixed charges and dividends the company entered upon a new fiscal year on July 1 with $36,000,000 in cash and $14,000,000 in equipment and securities. After having spent upwards of $30,000,000 on railway and steamship construction, for which Four per Cent. Consolidated Debenture stock had been authorized but not offered on the market, the end has nearly been reached with all the important works of construction and improvement that were in progress, and only a comparatively small portion of the money in hand will be required for their completion.

No new works of any magnitude are contemplated at present and, therefore, no necessity exists for a further issue of capital stock. It is not unlikely, however, that the directors will at the meeting in October recommend to the shareholders that the authorized Ordinary share capital be made to conform to the amount for which the company has a legal warrant, so as to provide for the company's future capital requirements as and when they arise.

Oil in the German Navy.

According to a Kiel newspaper there will be a more extensive use of oil fuel in the newest German warships. As heretofore, however, oil will only be supplementary to coal. The German Admiralty is strongly of opinion the until oil is cheaper and until it is procurable at all important ports the vessels of the German Navy must be able to traverse "any route which might come in question" with the aid of coal alone.

Oysters, Fresh, Fried or Stewed
Findon Haddocks, Kippers &c.,
ALEXANDRA CAFE.

SHIPPING

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration).

For	Steamship	On
SHANGHAI	Wosang†	Wed., 19th Aug. at d'light
Y'HAMA, Kobe & Moji	Namsang*	Thur., 20th Aug. at noon
S'PORE, P'ang & C'utta	Laisang*	Thur., 20th Aug. at 2 p.m.
MANILA	Yuensang*	Sat., 22nd Aug. at 2 p.m.
S'PORE, P'ang & C'utta	Fooksang*	Mon., 24th Aug. at 2 p.m.
MANILA	Loongsang*	Sat., 29th Aug. at 2 p.m.

Return Tours to Japan.

The steamers "Kutsang," "Namsang" and "Laisang," leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Fooksang" "Kumsang," "Lovat" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin, Dalny, Weihaiwei, Tsingtau.

‡ Taking cargo on Through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage,

Apply to **JARDINE, MATHESON & CO., LTD.**

Telephone No. 215. General Managers.

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.
Subject to change without Notice

"Shire" Line Service.—Homeward.

For	Steamers.	Date of Sailing
LONDON & ANTWERP...	Carnarvonshire	31st Aug.

Trans-Pacific "Shire" & "Glen" Joint Service.

TORIA V'VER S'TLE, TACOMA & P'LAND...		
V'TORIA, V'VER, S'TLE, TACOMA & P'LAND...		
V'TORIA, V'VER, S'TLE, TACOMA & P'LAND...	Cardiganshire	30th Sept.

Cargo accepted on through Bills of Lading to all ports in Europe and North and South America.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215 Sub. Ex. No. 9. [9

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN
Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward at regular intervals taking Passengers and Cargo at current Rates.

For Freight and Passage, apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215. Agents. 14

THE TAIKOO DOCKYARD & ENGINEERING Co. OF HONGKONG, Ltd.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS FORGEMASTERS, BRASS & IRON FOUNDERS, CONSTRUCTIONAL ELECTRICAL & MECHANICAL ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 787' x 88' x 34'6"
Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

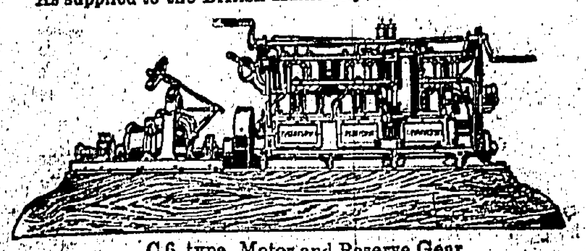
100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops, ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS for:—

JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2 150 B. H. P.
As supplied to the British Admiralty & War Office.



C.C. type Motor and Reserve Gear.
B.H.P. Paraffin 70. Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING AND LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager
11 a.m. to 12 noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA AND JAPAN, AGENTS,
Telegraphic Address:—"TAIKOODOCK."
TELEPHONE No. 321.

VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
London & Antwerp	Car'shire	J. M. Co.	31, Aug.
Marseilles via Ports	Katori M.	N. Y. K.	26, Aug.

NEW YORK, SAN FRANCISCO AND CANADA.

San F'co via S'hai & Japan &c.	Manchuria	P. M. Co.	18, Aug.
V'toria, B.C., & T'ma via S'hai &c.	Panama M.	O. S. K.	19, Aug.
Victoria, Vancouver, Seattle etc.	E. of Japan	C. P. R.	19, Aug.
San Francisco, via Shanghai, M'la, Japan and Honolulu	Tenyo M.	T. K. K.	25. Aug.
New York	St. Egbert	D. & Co.	25, Aug.
Victoria, B.C. & Seattle etc.	Sado M.	N. Y. K.	25, Aug.
V'ia, B.C., T'ma via K'lung, Japan	Seattle M.	O. S. K.	3, Sept.
San Francisco, via Shanghai, M'la, Japan and Honolulu	Nippon M.	T. K. K.	8, Sept.
Victoria, Vancouver & Seattle	Mer'shire	J. M. Co.	8, Sept.
Vancouver via S'hai, Japan etc.,	Monteagle	C. P. R.	8, Sept.
San F'cisco via S'hai &c.	Tenyo M.	T. K. K.	15, Sept.
Victoria, V'ver, S'tle, etc.	E. of India	C. P. R.	16, Sept.
Mexican, Peruvian and Chile Ports via Japan	Seiyo M.	T. K. K.	3, Oct.

AUSTRALIA.

Australian Ports via Manila	Kumano M.	N. Y. K.	26, Aug.
Australian Ports via Manila	Empire	G. L. Co.	28, Aug.
Australian Ports via Manila	Taiyuan	B. & S.	16, Sept.

SINGAPORE, COAST PORTS AND JAPAN.

Manila, Cebu and Iloilo	Taming	J. M. Co.	18, Aug.
Manila, Cebu and Iloilo	Chinhua	B. & S.	18, Aug.
Kobe	Coblenz	M. & Co.	19, Aug.
Weihaiwei and Tientsin	Kueichow	B. & S.	19, Aug.
Anping, Takao via S'tow & Amoy	Soshu Maru	O. S. K.	19, Aug.
Hoihow, Pakhoi and Haiphong	Kaifong	B. & S.	19, Aug.
Singapore, Penang and Calcutta	Laisang	J. M. Co.	20, Aug.
Singapore, Penang and Calcutta	G. Apcar	D. S. Co.	21, Aug.
S'pore, Batavia, Samarang, etc.	Hokuto M.	D. & Co.	22, Aug.
Tamsui via Swatow and Amoy	Daijin M.	O. S. K.	23, Aug.
Shanghai, Kobe and Yokohama	Polynesien	M. M.	24, Aug.
Nagasaki, Kobe and Yokohama	Tango M.	N. Y. K.	25, Aug.
Bombay via Singapore, etc.	Saigon M.	O. S. K.	25, Aug.
Kobe and Moji	Takada	D. S. Co.	26, Aug.
Singapore, Penang & Calcutta	Dunera	D. S. Co.	31, Aug.
Yokohama Kobe and Moji	Tanda	D. S. Co.	3, Sept.
Kobe and Moji	Banri M.	D. & Co.	6, Sept.
S'pore, Batavia, Cheribon, etc.	Riojun M.	D. & Co.	22, Sept.
Singapore, Mauritius and South African Ports	Salamis	B. L. L.	25, Oct.
Swatow, Amoy and Foochow	Haiyang	D. L. Co.	Q. desp.
Batavia, Cheribon, Samarang, &c.	Tjibodas	J.C.J. L.	1, half A.
Batavia, Cheribon, Samarang, &c.	Tjimahi	J.C.J. L.	1, half A.
Japan	Tjibodas	J.C.J. L.	1, half A.
Japan	Tjilatjap	J.C.J. L.	2, half A.
Shanghai	Tjikini	J.C.J. L.	2, half A.
Shanghai	Tjitaroem	J.C.J. L.	1, half S.
Shanghai	Tjipanas	J.C.J. L.	Q. desp.

MOVEMENTS OF STEAMERS.

VESSELS ADVERTISED TO DEPART TO-MORROW.

For.	Vessel.
Haiphong	Hanoi
Foochow	Haiyang
Manila	Manchuria
Shanghai	Liangchow

CANADIAN MAIL

The C. P. R. s.s. EMPRESS OF RUSSIA left Yokohama between 2 & 4 p.m. July 21.

AMERICAN MAIL.

The American and Manchurian Line s.s. KIOTO arrived at New York on Thursday, the 6th inst.

The P. M. s.s. MANCHURIA will be despatched from Hongkong at 1 p.m. on Tuesday, August 18, for San Francisco, via Keelung, Shanghai, Nagasaki, Kobe, Yokkaichi, Shimizu, Yokohama and Honolulu.

MERCHANT STEAMERS.

The S. L. s.s. CARNARVONSHIRE from Vancouver is due at Hongkong on the 20th Aug.

The East Asiatic Co's. s.s. SIAM left Port Said on Monday the 13th July and may be expected here on or about 18th August.

The s.s. TANDA sailed from Calcutta on the 8th inst. and may be expected here on or about the 24th inst.

The P. & O. s.s. NUBIA left Singapore for this Port on the 15th instant and is due here on the 21st instant at about daylight.

TIDE TABLE.

17th Aug., to 23rd Aug., 1914.

Day of Week	Day of Month	High Water Hongkong Mean Time.	Height.	Low Water Hongkong Mean Time.	Height.
Mon.	17	m 4 56	6.1	7 26 a	2.8
		No inferior	ht.	nor Low	W.
Tues.	18	m 9 57	6.8	8 4 a	2.3
		9 10 a	3.0	11 52 a	3.0
Wed.	19	m 6 53	7.1	8 40 a	0.9
		9 9 a	4.1		
Thur	20	m 7 48	7.7	m 0 58	3.6
		9 32 a	4.3	3 14 a	0.6
Fri.	21	m 8 33	8.0	mrs 57	3.2
		9 58 a	4.7	3 47 a	0.5
Sat.	22	m 9 22	8.0	m 2 48	2.7
		10 10 a	5.2	4 19 a	0.7
Sun.	23	m 10 8	7.8	m 3 35	2.3
		10 49 a	5.4	4 57 a	1.0

m morning. a afternoon.

VESSELS IN PORT.

Steamers,

Onsang, Br. s.s. 1,757, Picknell, 22nd July—Java, 12th July, Sugar—J. M. & Co.

Haldis, Norw. s.s. 1,065, J. Jorgensen, 23rd July—Amoy, 22nd July, Gen.—J. C. J. L.

Kwangse, Br. s.s. 1,502, G. J. Spink, 23rd July—Swatow, 22nd July, Ballast—B. & S.

Mendip Range, Br. s.s. 2,995, Foxworthy, 23rd July—Moji, 16th July, Coal—G. & Co.

Swanley, Br. s.s. 2,907, W. E. Stelle, 27th July—Manila, Gen.—C. & Co.

Seang Bee, Br. s.s. 3,784, J. Travis, 30th July—Singapore, 26th July, Gen.—Chinese.

Tyrea, Br. s.s. 1,894, Pearson, 3rd inst.—Hankow, 27th ult., Bulk oil—A. P. & Co.

Tydeus, Br. s.s. 7,144, W. Duncan, 6th inst.—Hankow, 1st inst., Beans—Order.

Dagfin, Norw. s.s. 816, A. T. Salvesen, 6th inst.—Iloilo, 1st inst., Water ballast—T. & Co.

Sanuki Maru, Jap. s.s. 3,821, T. Date, 7th inst.—Moji, 2nd inst. Gen.—N. Y. K.

Panama Maru, Jap. s.s. 3,757, J. Kanao—Shanghai, 6th inst., Gen.—O. S. K.

Haiching, Br. s.s. 1,467, W. C. Passmore, 9th inst.—Amoy, 8th inst., Gen.—D. L. & Co.

Loksang, Br. s.s. 979, D. W. Ritchie, 9th inst.—Hongay, 6th inst., Coal—J. M. & Co.

Kashima Maru, Jap. s.s. 6,546, M. Yagi, 11th inst.—London, 4th ult., Gen. N. Y. K.

Manchuria, Am. s.s. 8,750, A. Dixon, 10th inst.—San Francisco, 11th inst., Gen—P. & M. Co.

Sado Maru, Jap. s.s. 3,860, K. Asakawa, 10th inst.—Moji, 5th inst., Gen.—N. Y. K.

Loongsang, Br. s.s. 1,200, Leask, 11th inst.—Manila, 8th inst., Gen.—J. M. & Co.

Solun, Norw. s.s. 866, D. E. Horbrinder, 11th inst.—Bangkok, 3rd inst., Rice—Chinese.

Tamon Maru, Jap. s.s. 1,953, Kabayashi, 12th inst.—Ching-wan-tao, 6th inst., Coal—M. & Co.

Nardnaes, Norw. s.s. 1,370, A. Angensen, 12th inst.—Pukow, Ballast—A. Bune.

Esang, Br. s.s. 1,137, W. P. Baker, 13th inst.—Hongay, 11th inst., Coal—J. M. & Co.

Hupeh, Br. s.s. 1,900, A. Tucker, 13th inst.—Saigon, 9th inst., Rice—B. & S.

Davawongse, Br. s.s. 1,047, C. W. Shearer, 13th inst.—Saigon, 9th inst. Rice—A. Bune.

Shansi, Br. s.s. 1,228, Simons, 13th inst.—Saigon, 9th inst., Rice—B. & S.

Mackinaw, Am. s.s. 2,005, W. G. Krebs, 13th inst.—Saigon, 9th inst. Rice & Gen.—Smith.

Hauoi, Fr. 739, Le Chevalier, 14th inst.—Hoihow, 10th inst., Gen.—A. R. Marty.

Linan, Br. s.s. 1,228, W. D. Jones, 13th inst.—Amoy, 12th inst., Ballast—B. & S.

Shikoku Maru, Jap. s.s. 999, Masuda, 13th inst.—Naha, 6th inst., Coal—M. B. K.

Waishing, Br. s.s. 1,170, A. S. Woodget, 14th inst.—Saigon, 10th inst. Rice—J. M. & Co.

Chingchow, Br. s.s. 1,195, J. Dryle, 14th Kwangyen, 12th inst., Cement stone—S, T. & Co.

Tsurugian Maru, Jap. s.s. 2,560, S. Haraoka, 14th inst.—Miike, 8th inst., Coal—M. B. K.

Soshu Maru, Jap. s.s. 1,119, K. Hattow, 14th inst.—Swatow, 13th inst., Gen.—O. S. K.

Elger, Norw. s.s. 375, E. Fingalsen, 14th inst.—Dalny, 7th inst., Beans & Bean-oil—Chinese.

Childar, Norw. s.s. 1,112, H. Nielssen, 14th inst.—Swatow, 13th inst., Rice—T. & Co.

SUMMER EXCURSIONS

TO

JAPAN

BY THE STEAMERS OF

CANADIAN PACIFIC S.S. LINE.
PACIFIC MAIL S.S. CO
TOYO KISEN KAISHA.

GOING AND RETURNING WITHIN PERIOD
1st JUNE—31st OCT.

RATES FROM HONGKONG:

NAGASAKI $120.00. KOBE $135.00. YOKOHOMA $150.00

Tickets are interchangeable for return by any steamer of above-named Companies and include Rail between Japan Ports of call if desired.

Passengers may go and/or return VIA MANILA without additional charge by steamers calling at that Port, as indicated in schedule of sailings shown below

The Steamers operated by the Companies named are the largest, fastest and most luxurious on the Coast.

JOINT SCHEDULE OF SAILINGS TO AND FROM JAPAN PORTS.

From JAPAN. To JAPAN.

Y'hama Leave	Kobe Leave	Nagasaki Leave	H'kong Arrive	Steamer	H'kong Leave	Nagasaki Arrive	Kobe Arrive	Y'hama Arrive
30 July	31 July	1 Aug.	10 Aug.†	MANCHURIA	18 Aug.	24 Aug.	26 Aug.	27 Aug.
9 Aug.	7 Aug.	9 "	14 "	E. OF JAPAN	19 "	24 "	25 "	28 "
9 "	7 "	9 "	17 "	TENYO MARU	25 "	31 "	1 Sept.	1 Sept.
13 "	14 "	16 "	23 "	NILE *	1 Sept.	7 Sept.	8 "	12 "
20 "	18 "	20 "	25 "	E. OF RUSSIA	2 "	7 "	8 "	10 "
27 "	22 "	24 "	29 "	NIPPON MARU*	8 "	14 "	15 "	18 "
27 "	22 "	24 "	29 "	MONTEAGLE	9 "	15 "	16 "	19 "
27 "	25 "	27 "	7 Sept.	MONGOLIA	15 "	21 "	22 "	25 "
3 Sept.	4 Sept.	6 Sept.	11 "	E. OF INDIA	16 "	22 "	23 "	26 "
3 "	4 "	6 "	11 "	SHINYO MARU	19 "	28 "	30 "	1 Oct.
10 "	11 "	13 "	20 "	PERSIA *	29 "	5 Oct.	7 Oct.	11 "
24 "	15 "	17 "	22 "	E. OF ASIA	30 "	5 "	6 "	8 "
17 "	18 "	20 "	25 "	KOREA	6 Oct.	12 "	13 "	15 "
1 Oct.	9 Oct.	4 Oct.	9 Oct.	E. OF JAPAN	—	—	—	—
—	—	—	—	—	—	—	—	—
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—	—	—	—	—	—	—	—	—

† Returning via Manila. * Going via Manila.
Steamers proceeding via Manila do not call at Shanghai

THE HONGKONG TELEGRAPH.

EXTRA

HONGK ONG, MONDAY, AUGUST 17, 1914.

LATEST WAR NEWS.

JAPAN'S ULTIMATUM TO GERMANY.

DEMAND THAT KIAUCHAU BE HANDED OVER.

Reply Required by Sunday Next.

London, Aug. 17, 2:45 a.m.

A message from Tokyo states that Japan has sent an ultimatum to Germany saying that, in order to prevent a disturbance in the Far East, as contemplated by the British Alliance, Japan advises Germany to withdraw or disarm all armed vessels in Japanese and Chinese waters and deliver Kiauchau to Japan, with a view to its eventual restoration to China.

Japan requires an answer by noon on August 23, and, if the advice is not accepted unconditionally, Japan will take the necessary steps.

Germans Drowned.

Aug. 17, 3.15 a.m.

A message from Paris states that a number of Germans, fleeing before the French attack at Dinant, failed to reach a bridge and fell down the steep banks of the Meuse and were drowned.

A French Chasseur Regiment pursued the enemy for several kilometres.

1,500 German Prisoners.

In the fighting on the Vosges yesterday and the day before the French took 1,500 prisoners and several big guns.

JAPANESE STEAMER INCIDENT.

MAGISTERIAL INQUIRY THIS AFTERNOON.

Why She was Fired on.

At the Police Court, this afternoon, Mr. J. R. Wood held an inquiry into the death of a Japanese seaman which resulted from the firing on the Japanese steamer Shikoku Maru, on August 12.

The Hon. Attorney General (Mr. J.H. Kemp) led the evidence.

Lieut. Mackenzie, R.N., said he was chief examination officer at the eastern entrance to the Harbour on August 12. The Empress of Japan entered about 4 p.m., followed by the Japanese steamer the Shikoku Maru. He was in a launch and was flying the "M.N." signal. The Empress immediately stopped, and he went alongside and gave her directions to anchor in the examination anchorage. As the other steamer was only four cables astern, he gave instructions to stop the on-coming ship while he dealt with the Empress of Japan. The launch was flying the "M.N." signal. When his boat was abeam of the Japanese boat, and under two cables from her, she fired a sound rocket as a last resource to call attention. Again no notice was taken, By this time the Japanese steamer had passed witness' boat, but he followed her, keeping up as best he could, sounding his syren in an endeavour to get the "M. N." signal recognised. About that time he observed No. 2 launch, in charge of Mr. Harvey, the assistant examining officer, steaming towards the Japanese steamer. The latter passed the launch, also without taking any notice. No. 2 launch followed and shortly afterwards witness' launch hoisted the signal "R," which is the signal requesting a boat to bring a vessel to before opening fire. It was not until after the fifth shot, which was fired a considerable time after the first one, that the Japanese vessel appeared to stop.

By the Hon. Attorney General:—Part of the time there was a heavy rain squall.

Albert E. Harvey, assistant examining officer in charge of No. 2 launch, said he also called upon the Japanese steamer to stop. He called through a megaphone from a distance of 100 yards. Those on board the ship appeared to take no notice.

Lieut. Robert Edward Brewster said he was in charge of the examination battery. He saw the examination launch approach the Empress and the Japanese steamer. The Empress stopped, but the Japanese steamer went on. He heard a sound rocket and some time later the "R," or "bring to," signal was hoisted. He then fired one round of plug shell across the bows of the Japanese vessel. The shot struck the water eighty or a hundred yards before the vessel, and was fired at a range of 1,800 or 1,900 yards. By the time the last shot was fired she was very close to the entrance—uncomfortably close. Two minutes later he fired again. He gave the vessel every chance to pull up. When he fired the second shot he telephoned to the commander. He then fired a third shot, in the same place as the previous two—in front of the bows. He discharged a fourth shot, which went beneath the bows. Between the third and fourth shots there was not a great deal of time—probably two minutes. She still continued to proceed and witness discharged a fifth round, which struck the ship a few feet above the waterline. The steamer immediately hove to, blew three blasts and hauled down her flag. The actual range of the vessel from the battery at the firing of the last shot was 875 yards. All the shots fired were plugged shell.

The Hon. Attorney General:—If you had fired lyddite shell the result would have been more destructive?

Witness:—It would have blown her up.

Captain W. P. A. Hatterslv-Smith said that on the afternoon in question he was on the artillery parade ground when he noticed the battery firing at a ship. He walked towards the battery, and when the ship took no notice of the third shot he commenced to run. His impression was that the boat was trying to block the pass. The fifth shot went off as he reached the outskirts of the battery.

His Worship returned a verdict of homicide by misadventure, pointing out that the responsibility for the occurrence must be shared by the master of the Japanese steamer.

Appointed to Hongkong.

Major A. Delacombe, Army Pay Department, in London, has been appointed for duty at Hongkong.

Sir W. Rees Davies.

The Chief Justice of Hongkong, Sir Wm. Rees Davies, sat on the bench in the Divorce Court on 23rd ult., with the President, Sir Samuel Evans.

DASH FOR LIBERTY.

Prisoner Swims About for Nearly an Hour.

Attempted Escape from the Hospital.

In the dark hours of Thursday morning, a Chinese in Yaumati provided the police with an exciting three quarters of an hour in attempting to avoid arrest in connection with the theft of a box of clothing. A Chinese constable, in looking for the thief, found the box near a coal yard just by the water front. He then left the box to go in search of the man. After making a fruitless search for a time, he went back thinking to bring the box to the station. On returning to the spot where he had left the box, he found it had gone, and, a moment later, heard a noise in the coartyard which made him curious. He went into the yard and there saw the man endeavouring to break open the box. The constable made for the man, but the latter was not to be captured so easily. Finding he could not escape from the yard by any other means than by diving into the Harbour, he adopted the alternative and headed into the water which eddied around the neighbouring junks and sampans. The constable blew his whistle for assistance and in good time a police row-boat was on the scene and the occupants engaged themselves in the chase. Nothing daunted, the constable dived in after his quarry and eventually succeeded in capturing him near a pier. On gripping his man, the constable held on to the pier staves with one hand, and with the other vigorously ducked and re-ducked the prisoner until he became exhausted, and capitulated.

The prisoner was found to be suffering from wounds to his head, caused by boat hooks thrust at him to check his progress. He was taken to the hospital and was there put to bed. On Saturday he made a dash from the hospital, but was captured by an Indian cook. When he was taken back to the hospital, Dr. Bell said he would be safer in a cell and he was taken to the police station.

At the Police Court, this morning, Mr. Wood sentenced the offender to six months' imprisonment and four hours' stocks.

Inspector Gerrard called the attention of his Worship to the courage displayed by the Chinese constable.

His Worship asked Inspector Gerrard to bring the matter to the notice of the proper authority.

Inspector Gerrard said he would do so.

New F.R.C.I's.

At a meeting of the Royal Colonial Institute on the 16th ult. the following were elected non-resident Fellows:—Dr. H J. Gibbs and Mr. Hayes Marriott, Singapore; Mr. Vincent Sorby, Hongkong; Mr. Harvey Chevallier, Kuala Lumpur; Mr. J. Bowes, and Mr. J. P. Swettenham, F.M.S.

N. Y. K. and O. S. K. Steamers.

Hitherto, the N. Y. K. and O. S. K. steamers have suspended the cargo-work on the arrival of the sailing hours, as the case is with any other regular vessels. However, these Companies have recently decided that their steamers, excepting those plying under the Government's subsidies, should not leave any of the ports on their routes before the cargo-work is completed, even if the sailing hours are past. This will serve no little convenience to the shippers, though it may not be welcomed by the tramp steamers.—*Manchuria Daily News.*

WORLD OF SPORT.

OUR HOME SPORTS LETTER.

INTERESTING GOLF AND CRICKET COMMENTS.

(From Our Special Correspondents.)

London, July 17.

Ever since Vardon and Ray were so sensationally defeated in the American Championship last year by young Mr. Ouimet, there has, of course, been a desire on this side of the Atlantic to wipe out the reverse which British golf then sustained. To a great extent, however, we may be said to have achieved this result at our own Championship Meetings this year. British amateurs triumphantly vindicated themselves at Sandwich, and Mr. Ouimet, who was the only prominent representative of America at Prestwick, did not finish very high up in the Championship list. Young Mr. Ouimet is a very fine golfer, indeed, and he is a force that will have to be reckoned with by British Amateur golfers in the Championships of the future. Nevertheless I think it may be said to have been established beyond all doubt that he is not quite in the same class as our leading professional players. Of course he is more at home on his own links than he is over here, and the difficulty of getting acclimatized is really a very serious one. This will be readily conceded by all golfers on this side who have ever visited the United States. The accounts they give of their experiences are nearly always the same. Generally speaking the heat waves in the United States are not very much worse than some we get over here, though the temperature experienced in 1912 was decidedly exceptional. What kills our players is not the heat which they experience on the links, but the inability they suffer of getting any proper sleep at night. A week of insomnia is calculated to put any player off his game—especially on the putting green. This was the experience of Messrs Hilton and Norman Hunter when they made their pilgrimage to America two years ago, and this reminds me that if Mr. Norman Hunter meets with success in the efforts he is understood to be making to persuade some of our leading amateurs to go over to America he will be no stranger in the States but will be reviving many old friendships. Nor would he be altogether a stranger to the Ekwanok links, for he played over them after competing in the American Open Championship, and was there again last year.

I have been asked to say something about my success in retaining the Belgian Championship at Chappellenbosch last Saturday. The scores of 76 and 68 suggest that my play was rather uneven, but as a matter of fact I think I was playing very nearly as well in the morning as in the afternoon. In the morning, however, my luck was right out and though they were getting near the holes, the putting obstinately refused to go down. But what I remember most about the day's play was the tremendous heat. The course is very much enclosed and there seemed hardly a breath of wind to moderate the heat of the blazing sun. So trying were the conditions that half way round in the afternoon I got a slight touch of sunstroke, and I believe I could hardly have finished if some good Samaritan had not got me some cold water and ice. Things however continued to go well with me. The greens were undoubtedly very fiery, and a great contrast to the rather slow ones at Le Touquet. Personally I would always sooner putt on a green that is fast than on a green that is slow, but some of those who were competing at Cappellenbosch had very bad luck on the putting greens. Mayo, who was only two strokes behind me, missed several holeable putts during the afternoon. Rowland Jones, who was also pitching his approach shots beautifully on to the green, could not get on good terms with his putter. There is no doubt that the contrast between these Belgian greens and those at Le Touquet was worrying us all to a greater or less extent. The Championship was played also at the end of one of the most strenuous weeks I ever remember. We seemed to be rushing about all the time and the heat during the greater part of that time was intolerable. Some of us had hardly time to get our clubs cleaned at Le Touquet before rushing off to catch our train, and of course, when we arrived at the railway station, we found that the train was signalled as being an hour behind time. But after all, the arrangement whereby the French and Belgian Championships both take place in the same week is for the convenience of everyone, as it does away with the necessity of a double trip across the Channel,—a trip which some of us look forward to with dread, and back upon with painful recollection.

Cricket "Patience"

Whenever a bout of slow play occurs (writes Mr. Gilbert Jessop) the general public unhesitatingly shower abuse on the heads of the batsmen. That at any rate is the tendency in England. It is not so in Australia. Whether or not the Australian spectator is more discerning in cricketing affairs than our home product is not easily determined, but the fact remains that, when a dull period of batting ensues, not infrequently he rates the bowler, not the batsman as being responsible for the slow cricket. Anything in the nature of a wide ball is considered by him as a reprehensible nuisance, and a continuance of such methods never fails to excite wrathful objurgations "to bowl at the wicket". I could not help pondering the other day at the Oval, when the Hampshire amateur A. Jaques was sending down his queer looking deliveries—which although starting on the wicket swerved wide of the batsman at the end of their flight,—what effect such bowling would have on a Colonial cricket crowd. With some knowledge of their peculiar temperament, visions were conjured up of scenes of open hostility and remarks rather more notable for their pungency than politeness. Against such a type of bowling, unless a batsman takes more risk than in justice to his side he is entitled to do, it is impossible to score quickly. Unless a batsman adopts a more or less suicidal policy, the game resolves itself into a duel of patience. This can scarcely be expected to commend itself to spectators, more especially those who believe in a "get runs or get out" policy. The "leg theory" which has become so general in the past few years is undoubtedly a successful means of attack, but not even its most ardent disciple would claim that by its introduction the game as a spectacle has been made more attractive. Its tendency is to breed a generation of batsmen of the cautious school—a school of batsmen who, having regard to the peculiar conditions of the attack, are perfectly justified in adopting a passive rather than an active attitude. Originally introduced by George Hirst, this "leg theory"—which is not confined to left handed swingers, as we have learnt from Greswell, Jaques and others—has justified its existence by the success with which it has been attended. Although it tends to bore spectators one can scarcely assign this as a sufficient reason for its discardment. What must be remembered when we are treated to intervals of masterly inactivity is that the fault is not altogether on one side, and that it behoves us to distribute our anathemas impartially on batsman and bowler alike. Furthermore, we must remember, in the words of the old schoolboy tag, that "if we don't like it, we must lump it."

Dramatic Collapse of the Players.

Honours are even this season between the Gentlemen and the Players. The match at the Oval, which is now just as important as the old-established game at Lord's, ended in a decisive victory for the Players by the big margin of 241 runs. The contest at Lord's resulted in a complete reversal of form, the Amateurs gaining a superb victory by 130 runs. It is hard to reconcile the two results, except by the glorious uncertainty of the game, for in the second match the Players had a side strengthened by the inclusion of Barnes, recognised as the finest bowler in the world, and, on the other hand, the Gentlemen were without R. H. Spooner, whose 71 was the highest innings for them at the Oval. This was the Lancashire amateur's first appearance in an important match since his serious accident in the hunting field, and he withdrew from the Lord's game owing to the fact that he did not feel physically fit enough to withstand the strain of another hard match. In neither contest was the run-getting as high as might have been expected; indeed, it was only on the last day that a century was made. Then, playing in brilliant form, Hobbs made 156, and placed the Players in what should have been a winning position. The Gentlemen were left to get 393 runs in about 4 hours, but they started badly, made no recovery, and were all out for 151. This collapse was chiefly due to the bowling of Jeeves, the young Hampshire professional, who has cultivated the leg theory, making the ball swing in to the batsman in a rather fearsome way. This new fashion in bowling is a most effective form of attack as compared with the off theory, for the batsman is kept playing with the danger of knocking the ball up amidst the array of fieldsmen, who appear to be standing on the wrong side of the wicket. Jeeves had five men placed on the leg side, just as if he were a fast bowler attacking a left-handed batsman. The match at Lord's was notable for a sensational bowling performance, the Gentlemen's surprising victory being almost entirely due to the brilliant work of Mr. J. W. H. T. Douglas. The Essex captain was responsible for nine of the Players' wickets in the first innings, and in the match took 13 for 172. How fine was his feat may be judged from the fact that it was achieved against one of the strongest professional sides placed in the field for many years, a side that was worthy to represent England. The end of the game was truly sensational. On going in a second time the Players had to get 285 to win, but within half an hour practically all chance of their doing so was gone. The first man was out without a run scored. The second, third and fourth wickets fell with the total at 7, the fifth at 22, and the sixth at 28. Hobbs, Tarrant, J. W. Hearne, Mead, George Gunn, and Woolley, six of the batsmen of the day, and each just as likely to make a century as any other score, were summarily dismissed for 23 runs between them. As in the first innings, Douglas bowled superbly, and at the other end he was splendidly supported by Frank Foster, who, in the same way as Jeeves in the Oval match, exploited the leg theory. It says much for the excellence of the bowling that the highest score of the four innings, was only 69, made by A. H. Hornby, the Lancashire captain, who joined the amateur side only at the last minute to fill the vacancy caused by the withdrawal of Spooner. We have now finished the big matches of the season, and the County Championship will absorb whatever interest remains. At the present time Middlesex lead, having won 7 out of 11 matches. They are the only undefeated side. Surrey are second on the list, and Kent third.

THE WAR.

Proclamation Concerning Austria

The following Hongkong Government Gazette Extraordinary was issued this morning:—

It is hereby notified that a Proclamation has been issued in the United Kingdom applying to the War between Great Britain and Austro-Hungary all proclamations which have been issued relating to the War between Great Britain and Germany, and also the Order-in-Council relating to the granting of days of grace, with the substitution of Saturday, the 15th August, 1914, for the date mentioned in Article No. 2, and of Saturday, the 22nd August, 1914, for the date mentioned in Article 3, of the said Order-in-Council.

By Command,
CLAUD SEVERN,
Colonial Secretary.
15th August, 1914.

London-Paris Air Race.

The flying race from London to Paris and back was won by the American W. L. Brock, who performed the double journey of rather over 500 miles in the actual flying time of 7hr. 3min. 6sec., or at an average speed of 71¼ miles an hour. He has thus won each of the three principal races starting from the Hendon Aerodrome this year—the others being the "Aerial Derby" round London on June 6 and the race to Manchester and back on June 20—and prizes connected with them amounting to £1,750, together with five trophies. Lord Carbery, one of the competitors, was forced to alight in the Channel, owing to engine trouble, and was rescued by a small tramp steamer.

CONSIGNEES

"BEN" LINE OF STEAMERS

NOTICE TO CONSIGNEES.

The Steamship

"BEN LOMOND,"

From ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th August will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 24th Aug., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th instant, at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 10th August, 1914.

PACIFIC MAIL STEAMSHIP COMPANY.

From SAN FRANCISCO, JAPAN PORTS and MANILA.

S.S. "MANCHURIA"

The above mentioned vessel having arrived, consignees of cargo are hereby notified to send in their Bills of Lading for countersignature and take immediate delivery of cargo from alongside. Cargo impeding discharge will be landed immediately at consignees' risk and expense.

Cargo remaining on board Thursday, 13th. August 1914 at 5 p.m. will be subject to landing charges and if undelivered Monday 17th instant, 1914 at 5 p.m. will be subject to both landing and storage charges.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged cargo will be examined at the above Company's godown Monday August 17th, 1914, at 10 a.m.

No claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All claims must be filed on or before September 10th, 1914, otherwise they will not be recognized.

R. C. MORTON, Agent.

Hongkong, 10th August, 1914.

MOGUL LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

From GLASGOW, LIVERPOOL and STRAITS.

THE Steamship

"LENNOX"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst. will be subject to rent.

All claims against the Steamer must be presented to the Undersinged on or before the 31st inst. or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst. at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., Ltd. Agents.

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Hongkong Hotel.

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Abraham, E S	Lambert E B
Alport C M	Lambert Mrs W H
Anderson O G	Lampman Mr and Mrs H A
Aston J W	Longhead M
Bartley C E	Lloyd G T
Bate E. R	Lobel F
Beadel D C	Lym A F
Bell C D J	Macdonald J
Bellilios, Mrs E R	Macintyre Mr and Mrs N
Bena, G A	Marriott, Dr O
Bloch A	Matheson, Mrs R T.
Brister J H	Matheson, Miss M
Brekton H	Morrison W J
Cambridge A J	McIntosh A J
Cardaner E Le	Mehta, B K
Chambers Dr & Mrs R E	Melbye E N
Chappell W R	Merecki, J
Charignon A J H	Meyer C E
Clayton, W E	Middleton G S
Cobb A H	Milkowski N S
Coleman Dr A L E F	Moore Dr & Mrs W L B
Cookinham Dr	Mucheson Miss M E
Curry, G P	Musso
Dallas J F	Meyer C E
Douglas D S S	Newton D
Duffy Miss M E	Noyes P H
Ehrenfels Mr & Mrs H C	Oudenhoven, W
Fehr H	Potts P C
Feindeh	Powell G M
Fontaine Miss Wde la	Purvis A
Gabrowski Mr & Mrs	Ray, E. H
Gibb J	Reay, Miss F
Gould J	Reinbach
Grisogono P de	Rowell J P
Grooms E H	Russell J
Hall Capt. T P	Seddon Mrs
Handley Pegg H	Serruyo C J
Hannibal W A	Sly E A
Harper G	Smyth F
Helvering E G	Sorby V
Henderson B	Square Miss A
Herbert To Dr and Mrs	Tozer E M
Hewett, Hon. Mr E A, C M G	Walker Capt H A
Hoorn W Th E von	Warren E J T
Hunter R	Ward
Hughes A J	Watson J R
Hutchison D L	White F W
Jones M T	Winckler Mr and Mrs F
Kent Capt W E	Wood G G
Kerney Victor	Wright Mr & Mrs J
Kockx Capt & Mrs	

King Edward Hotel.

Almberg E	Laurisen Mr & Mrs C
Austin M J	Maltley C F
Budge W	Massey Miss
Brister J H	McIntosh A J
Cox F W	Miller Mrs F A
Foy	Murphy H
Crafhins G W	Passmore Capt and Mrs W C
Hall P C	Roberts H K
Haynor H O	Sibree Dr
Hovenior H A	Soper C H
Jennings A H P	Thompson Mrs
Joseph J	Tseng J
Karsdorp D W	Walther Dr K
Kornatz W	Watson J R
Kraft Mr & Mrs W D	

Craigieburn.

Bennett H S	Hollingsworth Mr & Mrs A H
Bond W C	McCaig, J.
Brown C B	Robinson Geo A
Caldwell, Mr	Smith Mrs J Grant
Caldwell, Miss	Smith Mr & Mrs Iron Grant
Carpenter, Mr and Mrs	Smith Morton
Crew Miss	Turner G F
Dayle Mrs Madison	Wilson Mr and Mrs
Galbraith V	Wright A E
Harbord W F	

Grand Hotel.

Allen F	Hill M M
Baberg A	Jenson H P
Beck C	Joseph H B
Blount Miss B	Linacre F G
Bondewejns G	Owen F G
Buen H O	Rose R
Brooks Mrster P	Roggeveen
Brooks Master W	Sanderson R
Christenson O.	Saul E G
Crew Mr & Mrs A B	Wright S H
Esmult Miss E	Weisman C
Gertz Mrs S	Zellvin C
Glasson R	

Carlton Hotel.

Ballantine Mr and Mrs B A	Holloway H D
Barnes C	Jackson Mr & Mrs W
Bentley R	McNair R
Bentley Mr & Mrs	Norris E C
Brantigan C J	Paul S
Chenwerth A R	Pullen A
Crombie Lt Geo	Riggs A
Dennis R	Silva Mr & Mrs
Eades W J	Stannard V R
Elmore Rev Dr M	Swiggs C V
Fernandez E A	Tall Mrs
Fulcher O W	Walker Mr and Mrs F
Garratt E F	Watling Mr & Mrs D O
Gladwell T A	Weyl Mr & Mrs B
Grandy A J	Whibley A R
Higginbotham C J	Wilson D C
Hill J H	
Hipkin W W	

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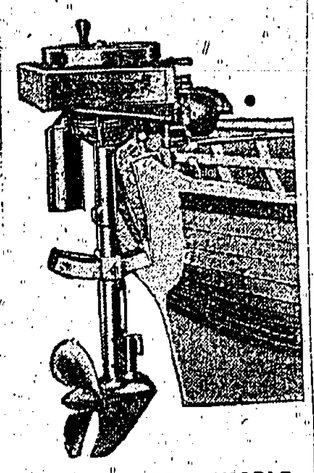

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CONSIGNEES

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

NOTICE TO CONSIGNEES.

S.S. "EMPRESS OF JAPAN."

The above-mentioned steamer having arrived from Vancouver, Victoria and Japan Ports, Consignees of cargo are hereby notified that their goods, with the exception of Parcels, Treasure and Valuables, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Kowloon Godowns where delivery can be obtained.

Goods on hand after the 19th instant will be subject to rent.

No Fire Insurance will be effected.

All damaged packages are to be left in the Godowns and this Office notified, when arrangements will be made for examination.

No claims will be admitted after the goods have left the Godowns.

D. W. CRADDOCK, General Traffic Agent.

Hongkong, 12th August, 1914.

SINGAPORE IN THE 70's.

There are a very few people left in Singapore now who remember the old road to Tanjong Pagar and the other shipping wharves. In the early seventies, and for some time after, the only way to Tanjong Pagar (except by water) was down South Bridge Road and along Tanjong Pagar Road on to the Borneo Wharf and the landing stage of the P. and O. Co. or by Neil Road and Kampong Bahru. At the junction of Tanjong Pagar and Neil Roads, and, where the Municipal rickshs station is now, was a public house called the "Fortune of War." This place was frequented by sailor folk from the ships in port and soldiers in garrison, and the people who kept it did a roaring trade.

A serious fight between soldiers and sailors took place one night and the native police were called in. The combatants resisted the police and an unfortunate Malay mata-mata received several blows on the head from the buckle of a soldier's belt. The policeman's skull was fractured and death ensued. The wielder of the belt succeeded, in the excitement which followed, in making his escape, and cleared off to his barracks at Tanglin. Unfortunately for him, his intoxicated condition was noticed by the guard and he was placed in the guardroom. Early next morning, a number of European police officers went to the barracks to institute enquiries, and bloodstains were found on the belt of the man who had been detained by the guard the previous night. The private was arrested and in due course appeared at the Assize Court and was sentenced to imprisonment for life.

The Old Prison.

The criminal prison in those days was situated on the recreation ground between Stamford and Bras Basah Roads, and a portion of the building is still standing to-day. When not at work, the prisoners were locked up in long wards with iron doors, and not in separate cells as they are now. It was quite a common occurrence for a native sub-warder to be felled with a stonebreaker's hammer. They were not armed like the European warders with loaded revolvers. Flogging prisoners was of daily occurrence. It was common knowledge that friends of the prisoners outside threw various articles over the walls, and, in consequence, the prisoners were frequently searched at unexpected times, and, if any incriminating articles were found, they were tied to triangles and flogged, provided of course the medical officer attached to the prison had no objection.

At that period, Singapore was swarming with dangerous secret societies, and the prison was full of the most daring criminals, and in consequence the prison discipline had to be very strict. The Government were not then armed with that powerful weapon, deportation. Many prisoners who have returned from banishment have often said that they would rather be in prison in the Colony than at liberty in China. The prison authorities had no time to put cases off for the Visiting Justices, and action had to be taken at once. One day, several hundreds of the Chinese prisoners broke out and killed the Superintendent, a Capt. Dent, and rushed the main gates in Bras Basah Road. The inner gate was locked on the outside. Mrs. Lamb, the wife of the gaoler, secured the door in the nick of time, and then defended the gate with a long sword. She slashed and cut at the feet and legs at the bottom of the gateway and thus prevented the escape of the Chinese, many of whom were in for long sentences and a good number for life.

The soldier whom I have mentioned was serving his sentence with other European prisoners, mostly merchant seamen, for some simple offences under the Merchant Shipping Act. When the trouble arose, the ex-private acted with great promptitude and courage. He called upon the other European prisoners to assist him; and they broke open the prison armoury and seized Snider rifles and buckshot ammunition. A volley was poured into the rioters and the ringleaders shot down. The rest of the Chinese were driven back to their wards and securely locked in. All this occurred in a very short period and the outside world knew nothing about the serious outbreak for some time. The horde of Chinese criminals would have succeeded in making their escape, but for the aid rendered by the European prisoners. It is pleasing to relate that the plucky ex-soldier was pardoned, and that the Government supplied him with clothes and money and sent him home.

There was another individual who also rendered good service at the time of the prison outbreak. He claimed to be a German citizen, but was not recognised as such by the Teutonic community. The gentleman in question was walking along Stamford Road near the corner of Victoria Street when he saw a man crawling through a drain pipe leading from the prison into the canal. The man was in prison garb and was wearing leg irons. He seized the man and took him round to the main gate where he learned to his surprise of the outbreak, and that his captive was a "lifer." As a reward for his services this man, an undertaker by profession, was given Government work in his particular line, especially in connection with Coroner's inquests. He occupied a house in Selegie Road and put up a very large sign-board which read as follows:—"Government Undertaker. By special appointment to His Excellency the Governor of the Straits Settlements." This man made it his business to visit the European wards at the General Hospital every morning in order to see if there was any prospective business to be done. He would poke his head into the officers' ward and look the patients over and go home and make a coffin. He would smile at a sick man and rub his hands in anticipation of business. He did this once too often, and one morning when he poked his head into the officers' ward, a boot caught him in the eye and smashed his spectacles.

NOTICES

RECORDS

OLD AND NEW FAVOURITES.

YOU MADE ME LOVE YOU (THE SUCCESS OF THE SEASON)

ALBION. NATIONAL AIRS.

TRAIL OF THE LONESOME PINE.

SAVOY LANGERS.

THE GEISHA.

MEET ME TO-NIGHT IN DREAMLAND.

IMMENSE SELECTION OF LATEST TITLES

ROBINSON'S

BREWER & CO.

Pedder Street, (Adjoining Hongkong Hotel Main Entrance)

Telephone No. 696.

EGYPT, by Pierre Loti. Translated from the French by W. P. Baines, and Illust.	$10.00	MY SYSTEM FOR LADIES, by J. P. Muller	$2.00
THE AMAZING ARGENTINE, by John Foster Fraser	2.75	THE FRESH AIR BOOK, by J. P. Muller	2.00
THE WONDER BOOK OF SHIPS, with Twelve Coloured Plates and 320 Illustrations	2.75	THE RED VIRGIN, by G. Frederick Turner. A Thrilling tale of Heroism, Love, and Politics	1.75
TWO EYES OF GREY, by Daisy McGeoch	2.50	BLAKE'S BURDEN, by Harold Bindloss	1.75
PITMAN'S SHORTHAND DICTIONARY	2.75	THE RED WALL, by Frank Savile	1.50
PITMAN'S BUSINESS MAN'S GUIDE	2.75	SOUTH SEA TALES, by Jack London	80ct.
PITMAN'S OFFICE DESK BOOK, with Tables and Ready Reckoner	80ct.	THE GATES OF WRATH, by Arnold Bennett	80ct.
MY SYSTEM, by J. P. Muller	2.00	THE TRIFLER, by Archibald Eyre	40ct.
		PHAROS THE EGYPTIAN, by Guy Boothby	40ct.
		HEART OF GOLD, by L. G. Moberly	40ct.

ROYAL ACADEMY PICTURES 1914—80 cts.

MAKE IT A HABIT---USE REGULARLY.

Perfect sanitation being so necessary for health, disinfection is imperative. Make a practice of using IZAL every day—just a little, diluted with water—pouring it down drains, sinks and w.c.'s and sprinkling it in dust bins or other harbours of filth. Get IZAL, because it positively kills disease germs, stops infection and instantly removes bad smells.

IZAL—the guaranteed disinfectant of unrivalled strength—is the pioneer modern high power germicide.

Officially adopted throughout the British Empire.

TRIUMPH OF CONCENTRATION.

Mixes equally well with salt, brackish or fresh water.

Write for Free Booklets—"Practical Disinfection" and "Rules of Health."

One Gallon of IZAL makes 400 gallons of efficient disinfecting fluid.

AGENTS:

W. R. LOXLEY & CO., YORK BUILDINGS.

HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG.

Codes Used: A1; A.B.C. Fifth Edition; Engineering, First and Second Edition; Western Union and Watkins'.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained workmen under expert European supervision.

All classes of light Steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:—

NAME OF DOCK OR SLIP	LENGTH ON KEEL BLOCKS	ENTRANCE BREADTH	DEPTH OVER SILL AT ORDINARY SPRING TIDES	RISE OF TIDE SPRINGS	RISE OF TIDE NEAPS
KOWLOON					
No. 1 Dock, Kowloon	700'	85' top, 70' bottom	30'	7' 6"	
No. 2 Dock, Kowloon	371'	74'	18' 6"	7' 6"	
No. 3 Dock, Kowloon	284'	49' 3"	14'	7' "	
Patent Slip, No. 1 Kowloon	240'	60'	12'	7' "	
Patent Slip, No. 2 Kowloon	200'				
TAI-KOK-TSUI					
Cosmopolitan Dock	466'	84'	30'	7' 6"	
ABERDEEN					
Hors Dock	430'	84'	23'	7'	
Lamont Dock	322'	64'	18'	7'	

Please Address Enquiries to the Chief Manager,

R. M. DYER, B.Sc., M.I.N.A. Kowloon Dock, Hongkong.

HEAD OFFICE: KOWLOON. Telephone No. 1 K.

TOWN OFFICE: QUEEN'S BUILDINGS. Telephone No. 20, Hongkong.

DAIRY FARM NEWS.

PURE MILK
FROM THE DAIRY FARM

FRESH MILK

DIRECT FROM THE COW.

STERILIZED MILK

EXPRESSLY FOR TRAVELLERS

SOURED MILK

THE DRINK FOR DYSPEPTICS.

SEPARATED MILK

CREAM ONLY EXTRACTED: NOTHING ADDED.

FRESH CREAM DAILY.

PURITY. EXCELLENCE.

Commercial.

Jasin Rubber Estates.

Mr. T. Ritchie, chairman of the Jasin (Malacca) Rubber Estates, Limited, presiding at a meeting of the company on July 6, said that the output of rubber was 45,225 lbs., being somewhat below the manager's estimate of 50,000 lbs. There were two points in explanation of this. One was that, owing to the reduction in the price of rubber, the standard of size of trees to come into tapping had very generally been raised, as was also the percentage of trees tappable when bringing in a fresh lot, as it did not now pay to tap on an area when only a small percentage of trees were available. There had also been a shortage of tappers, owing to the general reduction of wages in the district, but this was being gradually overcome. The gross receipts from rubber sold amounted to £5,570. The average gross price obtained was 2s. 5.96d., against 4s.2.86d. for the previous year. The f.o.b. cost was 2s. 1.35d., against 2s. 4.37d., and the all-in costs were 2s. 4.51d., against 2s. 9.23d. These figures, of course, did not leave a large margin for profit, but it was the general experience throughout the world in the tapping history of estates that when turning out comparatively small quantities the costs were always higher and gradually decreased as more trees came into bearing. The manager's estimate for the present year was 100,000 lbs., and the amount actually received in the first five months was 23,410 lbs. During the latter part of the year there would be a considerable increase in the number of trees tapped. The estimated expenditure on capital account was £5,072 and on revenue account £6,003. Mr. Murray said that the expenses of managing the company in London seemed very high, and amounted to over £800 a year. A reduction in expenses was also advocated by other shareholders. The Chairman, in reply, said that he thought their London expenses in comparison with many other companies were not at all heavy. The motion to re-elect the retiring director (Mr. G. H. Champion) was opposed on the ground of expense, and on a show of hands the resolution was lost. A discussion followed, during which the directors said they would be willing not to draw any fees until the company was paying dividends. The shareholders said that they would be satisfied with that and would agree to Mr. Champion's re-election. The Solicitor (Mr. Mayo) explained that, Mr. Champion not having been re-elected, by the articles the meeting was automatically adjourned for a week, when, if no other director was elected, Mr. Champion would be automatically re-elected.

Indian Jute Forecast.

Calcutta, July 15.

The preliminary jute forecast, which shows an increase of nearly 97,000 acres, is considered by experts to indicate a crop of 11½ million bales, while requirements are estimated at 10 millions. The crop had favourable weather conditions, and a good yield is now practically assured. Unfortunately, the Calcutta mills have still a large stock of last year's crop, which was greatly underestimated, and a decline in prices which must follow the full new crop will increase the depression existing. The Director of Agriculture, Bengal, according to *Reuter*, gives the following acreage:—Bengal, 2,846,000—increase, 2·9 per cent.; Behar and Orissa, 329,600, +3·5 per cent.; Assam, 102,300, +5·5 per cent.

PUBLIC COMPANIES

S.S. "TINGSANG" (Wrecked).

SHIPPERS and Underwriters interested in the cargo of this steamer are requested to communicate with the Undersigned within three months from date.

GILMAN & Co.
Lloyd's Agents.

NOTICE.

TO PARENTS.

ST. JOSEPH'S COLLEGE, MACAO.

BOARD, Lodging & Education at most moderate terms. Portuguese, Chinese, French, etc. Complete commercial course in English. Opens 1st. September. Apply RECTOR.

NOTICE

ANNOUNCEMENT.

THE LIVERPOOL & LONDON & GLOBE INSURANCE CO., LTD.

Assets £ 13,833,482: 12: 4d.

THE Management of the Company's Representation in Hongkong has from to-day been taken over by me and the interests the Company will thus be entirely under British control.

H. S. PLAYFAIR.

Hongkong, 10th August, 1914.

PUBLIC COMPANIES

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE OF ORDINARY AND EXTRAORDINARY MEETINGS.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 22nd day of August, 1914, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1914, and for the confirmation of the election of Directors.

THE REGISTER OF SHARES of the Corporation will be CLOSED from MONDAY, the 10th August, to SATURDAY, the 22nd August, 1914, (both days inclusive) during which period no transfer of Shares can be registered.

AND NOTICE is hereby also given that at the same place and on the same day at Noon or so soon afterwards as the Ordinary Half-Yearly Meeting shall be concluded an Extraordinary Meeting of the Shareholders in this Corporation will be held when the subjoined Resolutions will be proposed as Extraordinary Resolutions:—

(1) That the Directors of the Hongkong and Shanghai Banking Corporation be and they are hereby requested and authorised by and on behalf of the shareholders of the Company to take the steps necessary to apply for the introduction of an Ordinance into the Legislative Council of the Colony of Hongkong supplemental to The Hongkong and Shanghai Bank Ordinance 1866, and the enactment of the same by the Governor of Hongkong with the advice and consent of the Legislative Council thereof to effect the amendment of Section 20 of The Hongkong and Shanghai Bank Ordinance 1866, hereafter set out with such modifications (if any) as they may think fit and to accept such Ordinance if and when enacted.

The following is the the amendment above referred to:—The deletion from Section 20 of the said Ordinance of the words, "To take and accept any lands, "houses, or other real or personal "property in satisfaction, liquidation, or payment of any debt "absolutely and **bona fide** previously due and owing to the "Company, and also to take any "Mortgage or other lien or charge on real or personal property "as a security for any monies "actually and **bona fide** previously due to the Company or "for which any person may have "rendered himself liable to the "Company, and to hold such "lands, houses and other real "and personal property respectively for such reasonable time "as may be necessary for selling "and disposing of and converting the same into money," and the substitution therefor of the following words:—"To take, "accept, enforce, release, realise, "or deal with any security now "held or which may hereafter be "held by the Company, for any "monies owing to or "to become "owing to the Company, or for "any liabilities incurred or to be "incurred towards or by the "Company by way of mortgage, "pledge, hypothecation, deposit "or otherwise howsoever of every "kind of property or rights."

(2) That the Deed of Settlement of the Company be altered in manner following:—

(a) That the following words be struck out of lines two and three of Articles 56, namely, the words "for not exceeding fifteen days before and seven days after every ordinary Meeting" and that the following words be substituted therefor; namely: "during such time as the Court thinks fit; not exceeding in the whole thirty days in each year."

(b) That the following words be struck out of the last line of Article 56, namely, "after the Meeting" and that the following words be adopted and substituted therefor, namely, "after the re-opening of the Register."

(c) That Articles 76, and 78 be cancelled.

(d) That the following Articles be adopted and substituted for Articles 76, 77 and 78, namely

ARTICLE 76.—"General Meetings shall be held once in every year, at such time and place in the Colony as may be prescribed by the Company in General Meeting and if no such time or place is prescribed, then at such time and place as may be determined by the Court, and unless and until otherwise prescribed or determined as aforesaid a General Meeting shall be held in the month of February in every year."

ARTICLE 77.—"The General Meetings mentioned in the last preceding Article shall be called Ordinary Meetings."

ARTICLE 78.—"All other General Meetings shall be called Extraordinary Meetings."

(e) That Article 90 b altered by inserting an adopting after the wode "holding" in line fird, thereof the words "ve representing by proxyor and by striking out a the end of the said Article the words "present in person."

(f) That the following words be added to Article 94:—"The Court may "from time to time pay "to the Shareholders "such interim dividends "as appear to be just-"ified by the position of "the Com-"."

(g) That t following words be struck out of the first three and a half lines of Article 174, namely, the words "Half-"year ending the 30th "June and the 31st. "December, shall make a "general Half-Yearly," and that the following words be adopted and substituted therefor:—"Year ending the 31st "day of December shall "make a General."

(h) That the word "Half" be struck out of the 18th line of Article 174 and also out of the 6th line of Article 175.

(i) That the word "twice" and the words "the 30th day of June and 4 be struck out of lines" and 5 of Article 176 and that the word "once" be adopted and substituted for the word "twice" in the fourth line thereof.

(j) That the words "or the Ordinary Half-Yearly" and the words "as the case may be" be struck out of lines 10 and 11 of Article 177.

Should the Second Resolution be passed by the required majority, it will be submitted for confirmation as a special Resolution to a Second Extraordinary Meeting which will be subsequently convened.

By Order of the Court of Directors.

A. G. STEPHEN,
Acting Chief Manager.

Hongkong 21st July, 1913.

BANKS

INTERNATIONAL BANKING CORPORATION.

Head Office:—60, Wall Street, New York. London Office:—36, Bishopsgate, E.C.

BRANCHES:—

Bombay	Kobe
Calcutta	Manila
Canton	Mexico
Cebu	Panama
Colon	Peking
Empire	San Francisco
Hongkong	Shanghai
Hankow	Yokohama

Capital and Surplus..... Gold $1,500,000 equal.....£1,460,...

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4% per annum, or for shorter periods, at rates, which may be ascertained on application.

BILLS NEGOTIATED and COLLECTED.

MAIL and TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks an Shares effected.

TRAVELLERS CHECKS sold and cashed.

GEORGE HOGG,
Manager.

Queen's Road, Hongkong
Hongkong, 1st Nov, 1912

THE YOKOHAMA SPECIE BANK LIMITED.

Established 1880.

Authorised Capital Yen		48,000,000
Paid-up Capital ...	„	30,000,000
Reserve Fund	„	18,900,000

Head Office.—YOKOHAMA.

Branches	Agencies at
Antung-Hsien	Nagasaki
Bombay	Newchwang
Calcutta	New York
Changchun	Osaka
Dairen	Pekin
Fengtien	Ryoiun (Port Arthur)
Harbin	San Francisco
Hankow	Shanghai
Kobe	Tiehling
Liao-Yang	Tientsin
London	Tokyo
Lyons	Los Angeles
Tsingtau	Tsingtau

Interest Allowed on Current Account.
Deposits received for fixed periods at rates to be aimed on application.

EISHIONO, Manager.

Hongkong, 6th April, 1913. [18

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter 1853.

HEAD OFFICE.—LONDON.

Paid-up Capital	£1,200,000
Reserve Fund...	£1,800,000
Reserve Liability of Proprietors	£1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

Wm. DICKSON,
Manager.

Hongkong, 11th April, 1912. [2

NOTICES

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(Capital Paid up...$1,250,000.)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise:
Loans made on the Provident System.
(Rates and Particulars on application).

The Office of
TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.

SHEWAN, TOMES & Co.
General Managers.

Hongkong, 19th March, 1908

PEAK TRAMWAY CO LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 A.M. to	8.00 A.M.	Every	15 Min.
8.00 A.M. to	10.00 A.M.	„	10 Min.
10.00 A.M. to	11.00 A.M.	„	15 Min.
11.30 A.M. to	12.45 P.M.	„	15 Min.
12.45 P.M. to	7.15 P.M.	„	10 Min.
7.15 P.M. to	7.45 P.M.	„	15 Min.
7.45 P.M. to	8.15 P.M.	„	30 Min.
8.15 P.M. to	9.00 P.M.	„	45 Min.
9.00 P.M. to	9.30 P.M.	„	30 Min.

NIGHT CARS:

8.30 P.M. and 9 P.M., 9.30 P.M. to 12.00 P.M. every half hour. 12.00 P.M. to 12.45 P.M. every quarter of an hour.

SUNDAYS

7.15 A.M. to	10.30 A.M.	Every	15 Min.
10.30 A.M. to	11.00 A.M.	„	30 Min.
11.30 A.M. to	12.00 Noon	„	15 Min.
12.00 Noon to	1.00 P.M.	„	30 Min.
1.00 P.M. to	1.30 P.M.	„	15 Min.
1.30 P.M. to	6.00 P.M.	„	30 Min.
6.00 P.M. to	7.15 P.M.	„	15 Min.
7.30 P.M. to	8.15 P.M.	„	30 Min.

NIGHT CARS as on Week Days.

SATURDAYS

Extra Car at 12 midnight.

By Arrangement at the Company's Office, Victoria Gardens.

Des Voeux Road

BANKS

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital $15,000,000

RESERVE FUNDS:

Sterling
£1,500,000 at 2/- $15,000,000
Silver ...$17,650,000

$32,650,000

Reserve Liability of Proprietors $15,000,000

COURT OF DIRECTORS.

Hon. Mr. D. Landale.—Chairman.
W. L. Pattenden, Esq.— Deputy Chairman.
S. H. Dodwell, Esq.
G. T. M. Edkins, Esq.
C. S. Gubbay, Esq.
P. H. Holyoak, Esq.
J. A. Plummer, Esq.
Hon. Mr. E. Shellim.

CHIEF MANAGER:
Hongkong—N. J. Stabb

ACTING MANAGER.
Shanghai—J. D. Smart.
London Bankers—London County and Westminster Limited.

Hongkong—Interest Allowed:
On Current Account at the rate of 2 per cent. per annum on the daily balance.
ON FIXED DEPOSITS.
For 3 months, 2½ per cent. per annum.
For 6 months, 3½ per cent. per annum.
For 12 months, 4 per cent. per annum.

A. G. STEPHEN,
Acting Chief Manager.

HONGKONG SAVINGS BANK

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION Rules may be obtained on application.

INTEREST on deposits is allowed on the minimum monthly balances at $3½ per cent. per annum.

Depositors may transfer at their option balances of $100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the Hongkong and Shanghai Banking Corporation,

A. G. STEPHEN,
Acting Chief Manager.

DEUTSCH ASIATISCHE BANK.

Capital Fully Paid-up ...Sh. Taels 7,500,000
Head Office.—Shanghai.
Board of Directors—Berlin.
Branches:
Berlin Calcutta Canton
Hamburg Hankow Kobe
Peking Singapore Tientsin
Tsinanfu Tsingtau Yokohama.

LONDON BANKERS:
Messrs. N. M. Rothschil. & Sons.
The Union of London and Smith's Bank, Limited.
Deutsche Bank (Berlin), London Agency.
Direction der Disconto Gesellschaft.
Dresdner Bank.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

MAX GUTSCHKE
Manager. [2

Hongkong, 9th Oct., 1911.

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital		£1,500,000
Subscribed	„	1,125,000
Paid Up	„	562,500
Reserve Fund		465,000

BANKERS:
Bank of England.
London Joint Stock Bank, Limited.

Every description of Exchange business transacted.

Interest allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON
Manager.

THE ALEXANDRA CAFE Cannot be Beaten. Excelled. For Bread, Cakes, Confectionery and meals with Wines & Liquor

EXCHANGE.

Selling			Buying	
T/T	1/10¼	Nom.	T/T. Marks	
Demand	1/10 5/16		Demand Germany	Nom.
30 d/s	1/10⅜		D/D. Francs	„
60 d/s	1/10 7/16		On Haiphong	Nom.
4 m/s	1/10 1/2		On Saigon	„
D/D Shanghai	75		On Bangkok	83
Private 30 d/s sight			Buying.	
D/D Singapore	79½		4 m/s. L/C	1/11 1/4
D/D Japan	90¾		4 m/s. D/P.	1/11 3/8
T/T India			6 m/s. L/C.	1/11 5/8
Demand India	139		30 d/s. S'ney & M.	1/11 1/2
T/T Bombay			30 d/s. San F'cc & N.Y.	Nom.
Demand Bombay	139		4 m/s. Marks	
T/T Calcutta			4 m/s. Francs	
Demand Calcutta	139		6 m/s. do	
Demand Manila	91		Gold Leaf per tael	$58.40
T/T. San F'co & N.Y.	45¼		Sovereign	10.40 Nom.
Demand, New York	45¼		Bar Silver, ready	27
D/D. Java	111¼		forward	
			Bank of England rate	

Subsidiary Coins.

Discount per $100:		
Chinese...20 cts. pieces		$11½
Chinese...10	„	$12 1/2
Hongkong.20	„	$ 7½
Hongkong.10	„	$ 7 3/4

Opium Quotations.

	July 17
Malwa, New	$8,300 per p.
Malwa, Old	8,300 „
Patna, New	9,325 per che
Patna, Old	9,100 „
Benares, New	9,050 „
Benares, Old	8,825 „

TO-DAY'S SHARE REPORT.

S—SELLERS SA—SALES B—BUYERS N—NOMINAL

Stocks & Paid up Value.		Closing Q'tion.	Last Dividend and Date.
BANKS.			
Hongkong & S'hai $125		$852½ Nominal £84/-	£2 & 5/- b. at ex 1/11 3/16 equal to $23.29 for ½ year ending 31/12/13
MARINE INSURANCES.			
Cantons	$50	317½ „	Final of $3 a/c 1912, Interim of $18 a/c 1913
North China	£5	T142 „	Final of 10 p.c, making 20 p.c. for 1912
Unions	$100	$795 „	Final of $20 making $50 for 1912 and Interim of $30 for 1913
Yangtszes	£50	$194 „	Final of $12 mak. $15 for 1912 & Int. of $3 for 1913
FIRE INSURANCES.			
China Fires	$20	$155 „	$10 for 1912
Hongkong Fires	$50	$398 „	$27 for 1912
SHIPPING.			
China & Manilas	$25	$8½	$1 for 1906
Douglas Steamship	$50	$31 „	$2.50 for year end'g 30/6/13
Steamboats	$15	$27⅝ „	Final of $1 for half year ending 31/12/13
Indo-Chinas (Preferred) (Deferred)	£5	$56 „	3 % Interim a/c year 1913 on preferred shares
"Shell" Transports	£1	80/- £11 „	Final of 5/- making 7/- for 1913 Coupon No. 22.
"Star Ferry"	$10	$46 „	$1.70 per share and bonus of 30 cents per share for year ending 30/4/13
REFINERIES.			
China Sugars	$100	$77½ „	$3 for 1912
Luzon Sugars	$100	$28 „	$3 for 1897
MINING.			
Chinese Engineerings	£1	37/6	Interim of 5 % Coupon No. 3 account of year ending 30.6.14.
Tronohs	£1	26/3	Int. of 1/6 mak. 6/6 a/c. 1913
Raubs	£1	$3	1/2 for 1909
DOCKS, WHARVES, & GODOWNS.			
Kowloon Wharfs	$50	$85½ „	$3.50 for year 1913
H.K. & W'poa Docks	$50	$63 „	$3 for 1913
Shanghai Docks	T. 100	T. 55 „	Tls. 3 for 1912
Hongkew Wharfs	T. 100	T. 91 „	Interim of Tls 3 for 1913
LANDS, HOTELS & BUILDINGS			
Anglo French Lands	T.100	T.94	Tls. 6 29/2/10
H'kong Central E'tes	$100	$103 „	First year
Hongkong Hotels	$50	$128 „	$7 on old shares, $3.50 on new shares for year 31/12/13
Hongkong Lands	$100	$116 „	$3½ for ½ year ending 30.6.14
Humphreys Estates	$10	$7½ „	50 cents for 1913
Kowloon Lands	$30	$44	$2.80 for 1913
Shanghai Lands	T. 30	T. 92 „	Interim of 5 p.c. for year ending 30/6/13 $2.00 for ½ year ending 30.6.14
West Points	$50	$71 „	15 per cent. for 1910
Manila M'pole Hotel	P.10	P. 8	
COTTON MILLS.			
Ewos	T. 50	T. 137	Tls. 15 for year ending 31/10/13
Shanghai Cottons		T. 123	Tls. 10 for year ending 30/6/13
Laou Kung Mow		T. 84	T. 12 for year end'g 31/12/12
Kung Yik		T. 12¼ „	Tls. 1½ for year ending 30/11/13
Hongkong Cottons	$10	$7½ „	50 cents 31.7.08
MISCELLANEOUS.			
Chica-Borneos	$12	$11 „	$1.20 for 1913
Light and Powers	$10	$4.90 „	
Do. (Spec. shares)	$1		
China Providents	$10	$8½ „	70 cents for 1913
Dairy Farms	$6	$38 „	$1.30 for year end'g 31/7/13
Green Islands	$10	$6.60 „	40 cents for 1911
Hongkong Electrics	$10	$43	$1.80 per share for 1913.
Hongkong Ices	$25	$215 „	Interim of $2½ a/c 1914
Hongkong Ropes	$10	$25	$2 for 1913
Langkats	g. 10	T. 48 „	Interim of Tls. 1 making Tls. 2 a/c. 1913
Morning Post	$25	$29 „	None
Peak Tramway	$10	$10 „	80 cents on fully paid shares and 8 cents on $1 paid shares for year ending 30.4.14
Do. (new)	$1	90 cts. „	Final of 6d. making 7½d. per share for 1913.
Hongkong Electric Trams		11/6	None
Philippines	$10	$5 „	$1.50 for 1910
H. Price & Co., Ld.	$10	$6	
Societe des Pulpeset Papeteries du Tonkin	Preferred $50 paid up $50 Benefit	$20	None
Shanghai-Sumatras	T. 20	T.150	
Steam Laundry	$5	$5 „	No dividend this year
United Asbestos Oriental Agency, Ld.	$10	$9½ b.	35 cts. for year end'g 31.5.14
United Asbestos Founders Shares	$10	$300	20 per cent. per ordinary share for year ended 31/5/1912
Union Waterboat	$10	$18½ „	$1.25 per share for year ending 31/12/1913
Weismann, Ltd.	$10	$30 „	25 per cent. for year ending 31/7/11
Watson	$10	$7½ „	70 cents for 1913
William Powell, Ltd.	$10	$8½ „	50 cts. year ending 6.30.13

Compiled to noon p.m. July 17, 1914.
General brokers & Des Voeux Road Central. Tel. address Realities. The "Telegraph" Share List is issued every Monday.

WRIGHT AND HORNBY'S Code used

DIARY OF WAR.

Development of the Crisis Step by Step.

June 28.—Archduke Franz Ferdinand and Consort assassinated by a Servian student at Sarajevo.

June 30.—Anti-Servian Demonstrations in Vienna and Travnik.

July 1.—Martial law declared throughout Bosnia and Herzegovina.

July 3.—Servian tri-colour burned in the neighbourhood of the Servian Legation in Vienna. The semi-official *Pester Lloyd* warns Belgrade of the necessity of an immediate change of tone.

July 9.—The *Lokal Anzeiger* (Berlin) says if responsibility for the murders is brought home to Servians, Austria will have the support of the civilised world, especially Germany, in demanding justice from Belgrade. The same day the *Temps* correspondent at Belgrade states Austrian troops are concentrating on frontier.

July 23.—Austro-Hungarian Note delivered to Servia demanding suppression of Pan-Servian movement and punishment of accomplices in assassinations. Answer required by 6 p.m. same day.

July 24.—Details of Note published and proved unexpectedly severe. Semi-official *Pester Lloyd* affirms that Germany will suffer no third party to intervene between Austria and Servia.

July 25.—Russian Cabinet meets; announced that mobilisation proceeds forthwith.

July 26.—Russian request for extension of time on Servia's behalf refused. Servia accepts some Austrian demands and rejects others. Martial law in Austria-Hungary. Servian capital transferred to Kragujevacs.

July 27.—Servian troops aboard Danube steamer fire on Austrian troops; engagement ensues. Sir Edward Grey announces his efforts to arrange conference of Ambassadors.

July 28.—Czar, addressing Council of Ministers, declares: —"We have stood this sort of thing for seven and a half years. This is enough." Austria declares war on Servia. Germany considers Sir Edward Grey's suggested conference has no prospect of success.

July 29.—Austrians blockade Antivari. Panic in New York stock market. British Consols drop to 60½. Mr. Asquith announces that the situation is one of "extreme gravity." Servians destroy bridge at Semlin. Austrians bombard Servian positions, compelling evacuation. Two Servian steamers captured. German troups move in response to Russian advance towards Wirballen.

July 30.—British First Fleet leaves Portland under sealed orders. Belgrade in flames. Artillery duel between Servians and Austrians five miles down river from Belgrade. Home Rule Amending Bill postponed; Britain presents a "united front." Russian mobilisation in 52 Governments. 4,000,000 men placed on war footing.

July 31.—Germany asks Russia for explanation of her mobilisation. Attack on Belgrade continues. Martial law in Germany. London Stock Exchange closed; Bank of England rate 8 per cent. Bank Act suspended. Russians destroy railway bridge in Austria between Szczakowa and Granitza. New Zealand and Canada offer assistance.

August 1.—Austrian Reserve called out. German ultimatums to France and Russia, expiring at noon. Italy declares neutrality. Evidences of Australian loyalty. Bank of England rate 10 per cent. Germany declares war. First shots fired by Russian frontier patrol on Germans near Prostken; no casualties.

August 2.—British cabinet meets and adjourns till evening. Cossacks invade Germany near Biala. Germans invade France near Cirey. Germans enter Luxemburg. Germany promises indemnity to Luxemburg.

August 3.—French papers state Britain will intervene with Expeditionary Force. German cruiser reported to be bombarding Libau. Severe fighting on River Drin between Servians and Austrians. Patriotic scenes outside Buckingham Palace. Wales decides to raise mounted regiment for service abroad. France protests against German acts of war. Russian Fleet driven into Gulf of Finland by Germans. British Mediterranean Fleet clears for action. Martial law at Malta. Sir Edward Grey's speech in Parliament.

August 4.—German ultimatums to Belgium. Reported Anglo-German naval battle. Earl Kitchener sails, but is recalled. War declared between Britain and Germany.

August 5.—Germans invade Belgium. Japan to take measures to discharge Treaty obligations to Britain. Germans violate Dutch territory at Tilbourg. Russian and German troops in contact on frontier. Reported that French detachment captures German cruisers Goeben and Breslau and sinks the Panther. Germans reported to have violated neutrality of Switzerland. Bombardment of Liege begun by Germans. Sir John French gazetted Inspector General of British Forces; Admiral Jellicoe becomes supreme commander of the Fleet.

August 6.—German troops reported to have been repulsed by Belgians in fighting near Liege. Lord Kitchener's departure for Egypt again cancelled.

Numerous German prizes brought to British ports. Earl Kitchener appointed Secretary for War. Bank of England rate reduced to 6 per cent. Germans repulsed by Belgians, with 8,000 casualties. Servian volunteers cross the Save and plant flag on Austrian bank. Germany threatens Italy with war unless she supports allies. H.M.S. Amphion sinks German mine-layer Koenigin Luise and later strikes mine and sinks herself. Uhlans enter Liege but Belgians exterminate them. House of Commons vote additional war credit of £100,000,000. Nineteen German warships reported sunk or captured in North Sea. Two German cruisers reported sunk in Atlantic.

August 7.—German Cavalry division routed by Belgians in Luxemburg. Germany asks for armistice; admits 25,000 men are *hors de combat*.

August 8.—German Cavalry Division crosses Meuse, but is practically annihilated by Belgians. Italy firmly refuses to fight. Bank of England rate reduced to 5 per cent. British seize South Togoland from Germans and French enter North Togoland. British Government accepts Australia's offer of 20,000 men. French troops enter Alsace-Lorraine.

August 9.—Germans evacuate Luxemburg owing to French advance. Japan issues ultimatum to Germany. German submarine sunk by British warship. Reported that Japan has issued ultimatum against Germany. Earl Kitchener appeals for 100,000 men. Russians enter Austrian territory near the valley of Styr.

August 10.—Austrian cruisers bombard Antivari. Rupture in Franco-Austrian relations officially announced.

August 11.—Commonwealth Navy transferred to Admiralty till war ends. Announced that there are 8,000 German prisoners in Belgium. Reported that Germans desperately attacked Fort Seraing, Liege, but were repulsed. Germans attack Mulhausen, in Alsace, compelling small French force to retire. French remain masters in Upper Alsace. Austrian troops reported to have entered Alsace. Liege forts reported still intact. Imperial Government to withdraw troops from South Africa. Germans seize Landen, which is later reoccupied by Belgians. Great response to Earl Kitchener's appeal for men.

August 12.—Belgium reports that German advance guards are falling back on main Army. Terrific cannonading heard from Tongres.

August 13.—Belgians hold their own in first engagement in the open at Hasselt. British Admiralty announces that it is confident of its ability to keep the trade routes open. Great Britain and Austria at war. Belgians victorious in fight with Germans at Haelen, German losses being three-fifths of those engaged. French defeat Germans in a battle along the River Othain; regiment of Dragoons annihilated. Concerted attack along Servian frontier by 400,000 Austrians fails.

August 14.—British Fleet gradually circumscribing action of German Fleet in the Far East. Earl Roberts appointed to command Overseas Forces. Liege still intact. Belgium asks France to accommodate 2,000 German prisoners. Transportation of French troops to Belgium complete; whole force ready to advance. Belgians drive enemy eastward; no German cavalry between Hasselt and Ramillies. Reported that German cruisers Goeben and Breslau have been purchased by Turkey.

August 15.—French troops enter Belgium at Charleroi. Bavarian Army Corps defeated by French at Avricourt and Cirey. Cannonade heard at Tirlemont; believed to be beginning of the great battle. Germans endeavouring to envelop extreme left of Allied Forces. Russians victorious on the Dniester; Fourth Austrian Infantry and First Cavalry Regiments annihilated.

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POST OFFICE.

A mail for the United Kingdom and the continent of Europe will be despatched by the P. & O. s.s. Oriental on the 19th inst.

The Oriental should connect with the Egypt at Colombo. Should she fail to connect with the s.s. Egypt she will proceed to Bombay and connect with the P. & O. s.s. Arabia. The s.s. Egypt allowing for two days delay to await the arrival of the s.s. Oriental is due in London on Sept. 21st. The Arabia is due on Sept 26th.

Only superscribed correspondence for Europe will be forwarded per s.s. Manchuria.

MAILS CLOSE TO-MORROW.

American Canadian & E'pean Mails.

Hoihow, Pakhoi & Haiphong—Per HANOI, 18th Aug., 8 a.m.

Swatow—Per HAITAN, 18th Aug. 9 a.m.

Formosa via Keelung, S'hai, North China, Japan, via Nagasaki, Honolulu, United States, South America and Canada via S. Francisco (Europe via San F'cisco)—Per MANCHURIA, 18th inst., 10 a.m.

Shanghai & North China—Per LIANGCHOW, 18th Aug., 1 p.m.

Philippine Is.—Per CHINHUA, 18th Aug., 3 p.m.

WEDNESDAY, 19th Aug.

E'pean & C'dian Mails.

Amoy & Foochow—Per HAIYANG 19th Aug., 8 a.m.

Hoihow, Pakhoi & Haiphong — Per KAIFONG, 19th inst., 9 a.m.

Swatow, Amoy, Formosa via Takao & Anping—Per SOSHU MARU, 19th Aug., 9 a.m.

Formosa via Keelung Shanghai, N. China, Japan via Nagasaki, Victoria & Tacoma (Europe via Canada)—Per PANAMA M., 19th Aug., 2 p.m.

Philippine Is.—Per CHINHUA, 19th inst. 3 p.m.

SHIPPING NEWS.

ARRIVED.

Musinue, Br. s.s. 3,605, N. MacDonald, 15th inst.—Swatow, 13th inst., Ballast—S. O. & Co.

Hongkong, Fr. s.s. 739, A. Marguerito, 15th inst.—Hoihow, 14th instant Gen.—Marty.

Wosang, Br. s.s. 1,129, J. Smith, 16th inst. —Shanghai, 10th inst., Gen.—J. M. & Co.

Namsang, Br. s.s. 2,591, H.E. Gilroy, 16th inst.—Singapore, 10th inst., Gen. —J. M. & Co.

Kanagawa Maru, Jap. s.s. 3,867, M. Toyawa, 16th inst.—Singapore, 11th inst., Gen.—N. Y. K.

Kaifong, Br. s.s. 987, H. Mathias, 16th Haiphong, 14th inst., Gen.—B. & S.

Hsinchang, Chinese s.s. 1,428, D. D. Ross, 17th inst.—Tientsin, 9th instant, Gen.—C. M. S, N. Co.

Chiyuen, Chinese s.s. 1,177, W. S. Ross, 17th inst.—Shanghai, 11th inst., Gen.—C. M. S. N. Co.

Cardinia, Br. s.s. 3,994, W. Fretwell, 16th inst.—Singapore, 8th inst., Oil—A. P. Co.

Chinhua, Br. s.s. 1,353, Finlayson, 16th inst.—Manila, 13th inst., Gen.—B. & S.

Luchow, Br. s.s. 1,220, Meathrel, 16th inst.—Shanghai, Gen.—B. & S.

Kalgan, Br. s.s. 1,345, D. R. Davis, 17th inst.—Saigon, 13th inst., Rice—B. & S.

Haitan, Br. s.s. 1,183, J. W. Evans, 17th inst.—Swatow, 16th inst., Gen.—D. L. & Co.

CLEARANCES AT THE HARBOUR OFFICE.

August 15.

Daigi Maru for Tamsui via Swatow
St. Patrick for Liverpool via Saigon
Cheongshing for Bangkok
Halvard for Saigon
Tjibodas for Yokohama

August 17.

Shinko Maru for Hongay
Wosang for Canton
Ryusho Maru for Canton
Luchow for Canton
Kwanglee for Shanghai
Hsinchang for Canton
Kanagawa Maru for Yokohama
Dagfin for Haiphong

PASSENGERS ARRIVED.

Per s.s. Chinhua from Manila—E Foot.

Per s.s. Luchow from Shanghai—Messrs Pearman, Bevan, Spon, Liang, and Oswald.

PASSENGERS EXPECTED.

Per s.s. Kashima Maru from London—Mr & Mrs Chung Yan-woo, Miss T H Chung Yan-woo, T Barnshaw, Chiang, Miss Kikkawa, Mrs J Baillie Guthice, Miss L Baillie Guthrie, Dr N Yamamr, K Dr K Hayashi, Miss J Fowler and Mrot Ochiai.

Per s.s. Mishima Maru from London—Mrs C F Fonseca, Miss M J Fonseca, Master Fonseca, Miss M Fonseca, F H Robinson, Mrs E Ffrench Beytagh, T Hwang, S Eley, Awei, Ling Do Car, H Vincent, Summers, G Harrison, L MacFarlane, T Jones, Mrs Sadaguchi, and T. Ichikawa.

SHIPS PASSED THE CANAL.

London, 28 July.

Arrival from China:—Hitachi Maru.

The following vessels have passed the Canal:—Benarty, Canton, Glenroy, Machaon, Myrmidon, Nubia, Peking, Svorono, Sithonia, Nellore.

London, 31 July.

Arrivals from China: Achilles, Brnasilia, Chalister, F. Bulow, Goeben.

The following vessels have passed the Canal:—Miyasaki Maru, Aenne, Rickmers Helgoland Deucalion, Keemun.

Oysters, Fresh, Fried or Stewed Findon Haddocks, Kippers &c, ALEXANDRA CAFE.

WEATHER REPORT.

On the 14th at 5.55—Red drum hoisted

At 11.35—Pressure has increased slightly over N.E. China and decreased considerably over the Formosa Channel and neighbouring districts. It has increased moderately over Luzon and decreased slightly over F. Annam and Tongking.

At 6 a.m. this morning the typhoon, which is now severe, was situated to the south of the Pescadores, moving N.W. or W.N.W. It will probably strike the coast near Amoy, but there is still a possibility of its curving to westward.

No returns from Japanese stations.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District.	Forecast.
1 Hongkong and Neighbourhood.....	N.W. to W. winds, moderate to strong, fair at first, afterwards rainy & squally
2 Formosa Channel.....	Cyclonic gales.
3 South coast of China between H.K. and Lamocks	The same as No. 1.
5 South coast of China between H.K. and Hainan...	W. winds, freshening.

China Coast Meteorological Register. 14th Aug., a.m.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Winds D'tion.	Winds Force.	Weather.
W'ostock	7a						
Nemuro	6a						
Hakodate	,,						
Tokio	,,						
Kochi	,,						
Nagasaki	,,						
K'sgima	,,						
Oshima	,,						
Naha	,,						
Ishi'jima	,,						
Bonin Is.	,,						
Chefoo	,,						
W'haiwei	,,	29.82	77	95	asw	3	b
Hankow	,,						
Ichang	,,						
Kiukiang	,,						
Changsha	,,						
Shanghai	,,	29.82	76		ese	2	b
Gutzlaff	,,	29.53	79		ese	3	bcm
Sharp P.	7a	29.60	82		one	1	c
Amoy	6a	29.40	78	58	nne	8	c
Swatow	,,						
Taihoku	5a	29.51			e	10	
Taichu	,,	29.33			sw	4	
Tainan	,,	29.36			s	10	
Koshun	,,						
P'dores	,,	29.37			n	4	
Canton	6a	29.57	83	79	w	1	b
H'kong	6a	29.52	84	80	wsw	2	o
Gap Rock	,,	29.52			wnw	4	c
Macao	,,	29.58	85		w	2	c
Wuchow	9a						
Pakhoi	,,						
Hoihow	,,						
Phulien	6a	29.71	79			0	b
Tourane	,,	29.69	79		wnw	4	c
C. St. J.	,,	29.80	77		sw	5	o
Aparri	,,	29.62	78		s	2	o
Manila	,,	29.76	78			0	o
Legaspi	,,	29.78	78		wsw	1	o
Iloilo	9a	29.83	79		s	1	c
Bacolod	,,				s	1	o
Cebu	,,	29.87	85		w	2	o
Labuan	,,	29.85	84				

T. F. Claxton, Director,
Hongkong Observatory, Aug. 14.

1 Barometer, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 Temperature, in the shade, in degrees Fahrenheit.

3 Humidity, in percentage of saturation, the Humidity of air saturated with moisture being 100.

4 Direction of Wind, to two points.

5 Force of Wind, according to Beaufort Scale.

State of Weather, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squally, r rain, s snow, t thunder, v visibility, w dew wet.

0 Rain in inches, tenths and hundredths

METEOROLOGICAL.

	Previous Day at 2 p.m.	On date at 6 a.m.	On date at 2 p.m.
Barometer	29.53	29.63	29.68
Temperature	77	83	82
Humidity	91	82	79
Wind Direction	S	S	E
,, Force	1	5	3
Weather	odt	oq	o
Rain	—	1.28	—
Highest open air Temperature on the		13th	86
Lowest ,, ,, ,, ,,		,,	75

H.K. Observatory, 16th August.
T. F. CLAXTON, Director.

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Hongkong, 7th Aug., 1914. 4

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